The Bombay Gazette,

PUBLISHED DAILY; AND CIRCULATED THROUGHOUT THE PRESIDENCY, BRITISH INDIA, & THE EAST.

No. 5,278, New Series.] BOMBAY: WEDNESDAY, MAY 21, 1862. [Annual Subscription in advance...Rs. 52 / Single Copy for Cash ...As. 4

THE BOMBAY GAZETTE.

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Is published *twice a month*—namely, on the departure of every Overland Mail from Bombay for Europe. It consists of such Indian and other Eastern Intelligence as has transpired through out the previous fortnight, and is known to be of general interest in Europe, including all important changes in the disposition of H. M.'s Indian Army and Navy, Reports of the Markets, Shipping, Register of Births, Deaths, and Marriages, &c.

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FOR KURRACHEE.



THE Calcutta and Burmah Steam Navigation Company, Limited, will despatch the Steam Ship GOVERNOR HIGGINSON, to Kurrachee, with mails and passengers, 12 hours after the arrival of the Overland Mail. For Freight, Passage, &c. apply to

W. NICOL & Co.,
Agents C. and B. S. N. Company, Limited.

FOR KURRACHEE.

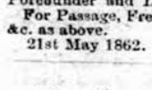


THE Bombay Steam Navigation Company will despatch the Steamer TILLY, for Kurrachee, on WEDNESDAY the 28th instant, at 5 o'clock P. M. touching, should inducement offer, at Porebunder and Dwarka.

For Passage, Freight, and further particulars, apply &c. as above.

21st May 1862.

FOR SURAT.

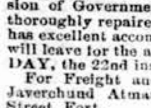


THE fast-sailing first Class Steam-ship MANCHESTER, C. W. McDonald, Commander, lately repaired extensively and efficiently in Her Majesty's Dockyard under the supervision of Government Officers, her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first Class Passengers, will leave for the above Ports, TOMORROW, THURSDAY, the 22nd inst., at 10 A. M. positively.

For Freight and Passage, apply at the Office of Javerchund Atmaram Kakaparakwalla, Bazar Gate Street, Fort.

JAVERCHUND ATMARAM,
Bombay, 20th May 1862. Manager.

FOR SURAT.



THE fast-sailing Screw Steamer TELEGRAPH, Captain Shepherd, will start for the above Port THIS DAY, WEDNESDAY, the 21st instant.

For Freight and passage apply to the Manager at the Steamer's Office, Bazar Gate Street.

Bombay, 19th May 1862.

FOR SURAT.



THE well-known and fast Sailing Steamer SIR J. R. CARNAC, T. Van Wulles in charge, will leave for the above Port, TOMORROW, THURSDAY, the 22nd instant, at 8 A. M. positively.

It is requested that Passengers will not go on board without shipping order from the office.

For Freight or Passage, apply at Office Bazar Gate Street, Fort.

NOTICE.

CONSIGNEES OF CARGO per Ship *Childwickbury*, are requested to send off Boats to receive their Goods as they come to hand, otherwise they will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents for Captain and Owners.

NOTICE.

THE Interest and Responsibility of Mr. John Recarby Sheppard, in our Firm, ceased on the 31st December last, from which date Mr. Charles Campbell Penney was admitted a Partner.

MACINDOE, ROGERS & Co.
Bombay, 20th May 1862.

NOTICE.

THE undersigned are prepared to accept risks of vessels and steamers and grant Policies on behalf of Reliance Marine Insurance Company of Calcutta payable in Bombay, Calcutta, Penang, Singapore, Hongkong, Shanghae and London.

DAVID SASSOON & Co.
Bombay, 19th March 1862.

NOTICE.

THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

WE beg to give notice that we have been appointed Agents for the above Company throughout the Bombay Presidency.

STENHOUSE & Co.
Bombay, 10th May 1862.

NOTICE.

TO THE CLERGY AND TRUSTEES OF CHURCHES.—Landing ex *Mary Shepherd*, Tent (Sacramental Wine) at Rs. 29 per dozen. Apply at the Godowns of

LEGGATT & Co.
Bombay, 17th April 1862.

NOTICE.

ALL persons having claims against, or indebted to, the Estate of the late Lieut. E. S. Williamson, attached 10th Regt. N. I. are requested to make known the same to the President Committee of Adjustment, within one month from this date, after which no claims will be attended to.

R. BURD, Captain.
President Committee of Adjustment.
Kolapore, 15th May 1862.

NOTICE.

THE undermentioned Establishments WILL BE CLOSED on MONDAY, the 26th instant, in lieu of SATURDAY, the 24th, THE ANNIVERSARY OF THE BIRTH-DAY OF HER MAJESTY THE QUEEN:—

For the Oriental Bank Corporation.
JOHN SKINNER,
Agent, Bombay.

For the Agra and U. S. Bank, Limited,
JOHN CARDNO,
Manager, Bombay.

For the Commercial Bank of India,
R. ANGUS,
Manager.

For the Chartered Mercantile Bank of India, London, and China,
R. D. PEEBLES,
Acting Agent, Bombay.

For the Chartered Bank of India, Australia, and China,
A. MORRISON,
Agent, Bombay.

For the Central Bank of Western India,
EDWIN HEYCOCK,
Manager, Bombay.

Bombay, 15th May 1862.

NOTICE.

SEALED TENDERS for the supply of Four Millions (4,000,000) of Pucka Bricks will be received at the office of the Executive Engineer, North Canara, at Sircy, up to 1 P. M. of the 20th June next.

The Bricks are to be delivered at Beitkul Cove in Sudashewghur Bay and at various points on the River bank between Sudashewghur and Kadra (20 miles) in such proportions as shall be hereafter decided on by the Executive Engineer.

One million Bricks must be delivered before the 1st December 1862, another million before the 1st March 1863, and the remainder before the 1st June 1863.

Each brick to be 8¾ inches in length, 4¼ inches in breadth and 3 inches in depth; all unsound bricks will be rejected.

A deposit of 10 per cent. on the amount of the Contract must be deposited with the undersigned on the signing of the Contract.

The undersigned is not bound to accept the lowest or any tender, or to give any reasons for the rejection of a tender.

W. A. BAKER, Captain,
Executive Engineer, North Canara.

Kurrachee Auction Sale of Valuable Household Property.

MESSRS. TREACHER & Co., have received instructions to sell (at their Rooms, Kurrachee) on Monday 26th May at 5 P. M.

Lot 1.—A large substantial well built up per roomed House (situated near the Church, opposite the Royal Artillery Mess, and known as Captain Hamilton's Bungalow) together with Outhouses, &c. &c. The House is situated in Bazaar limits, is well adapted either for a Private residence, House of business, or First Class Hotel.

Lot 2.—Two Houses situated at Munora, next the Lighthouse (late the property of Sir Bartle Frere, K.C.B.)

Kurrachee, 6th May 1862.

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OF EVERY DESCRIPTION.

ORNAMENTAL PRINTING IN COLORS.

ACCOUNT BOOKS AND FORMS RULED TO ORDER.

Estimates forwarded on application.

Engraving, Visiting and Invitation Cards, &c.

BOMBAY VOLUNTEER RIFLES.

THOSE MEMBERS OF THE CORPS who have not returned their Arms and Accoutrements, are now required to do so at once at my Office, in Oak Lane, Fort.

W. C. SILLAR,
Bombay, 16th May 1862. Commandant.

McCOLLUM'S CIRCUS,

ON THE ESPLANADE.

TWO MORE PERFORMANCES,

AT REDUCED PRICES.

THIS EVENING, WEDNESDAY, 21st MAY, GREAT TRIAL OF SKILL IN EQUESTRIAN GYMNASTIC AND ACROBATIC FEATS. Commencing at half-past 8. At the following reduced rates:—

Reserved Seats	Rupees 3
Unreserved Seats	„ 2
Amphitheatre	„ 1
Gallery	Annas 8

N. B.—On SATURDAY, 24th MAY, the last CHEAP NIGHT.

THEATRE ROYAL,

GRANT ROAD.

ON FRIDAY, 23rd MAY 1862.

Under the Distinguished Patronage of several of the leading members of the Parsee Community.

LAST NIGHT BUT ONE OF
MISS EMMA GRATTAN.

GREAT NOVELTY.

FIRST NIGHT OF
OTHELLO.

On which occasion the 1st and 3rd Acts of Othello will be produced.

The Performance will commence with the Admired Comedy curtailed in three Acts, entitled

THE HONEY-MOON.

Juliana	Miss E. Grattan
Violante	Miss K. Button.
Duke Avanza	Mr. H. Grattan
Count Montallan	Mr. Selby.
Balthazar	Mr. Mason.
Mock Duke	Mr. London.
Lopez	Mr. Compton.
Lampedo	Mr. Daly.

To be followed by Scenes from

OTHELLO.

Othello	Mr. H. P. Grattan
Iago	Miss. E. Grattan.

DANCE—Cachouka......Miss E. Grattan.

The whole to conclude with an entirely new Farce, in which *Miss Grattan* will sing a NEW and ADMIRED SONG.

PRICES OF TICKETS.

Dress Circle	Rs. 5
Stalls	„ 4
Upper Circle	„ 2
Pit	„ 1

Tickets to be obtained at the *Times of India*, and *Bombay Gazette*, Moreno's &Co., and the Imperial Hotel; also at the Box Office, at the Theatre on the night of Performance.

An early application for Seats in the Dress Circle is desirable, as the number of Places is limited.

Doors open at half-past 7: Performance to commence at 8 o'clock precisely.

Smoking in every part of the House strictly prohibited.

TO LET.

PREMISES in Apollo Street. Apply at the office of Mr. H. G. Briggs, opposite the Secretariate.

TO LET.

WITH IMMEDIATE OCCUPATION.—The first and second Floors of an Office, in Rampart Row. For further particulars, apply to

LEGGATT & Co.,
3, Rampart Row.
Bombay, 15th May 1862.

TO LET.

A LARGE ROOM SUITABLE FOR AN OFFICE. Apply on the Premises, No. 10, Hummum Street, Fort.

TO LET.

A HOUSE in Love Lane, lately vacated by Mr. E. Marshman. Apply to
SORABJEE JAMSETJEE JEJEEBHOY.

TO LET.

FROM the 1st PROXIMO.—A newly built House in Mount Road, at present occupied by Mr. J. C. Ross. Apply to
SORABJEE JAMSETJEE JEJEEBHOY.

TO LET.

WITH IMMEDIATE OCCUPATION.—The upper floor of an Office, in Nesbit Lane. For further particulars, apply to

W. NICOL & Co.
Bombay, 3rd May 1862.

TO LET.

FROM THE FIRST JUNE NEXT.—The Spacious and Airy Apartments, at present occupied by the "Baroda and Central India Railway Office," No. 7, Hornby Row. Apply below, at the premises.

May 5th, 1862.

TO LET.

THE Large and Commodious HOUSE has sufficient light in the Cook room, situated in Rampart Row, and lately vacated by the Collector of Bombay. Apply to Mr. Nowrojee Rustomjee Mottabhoy, at Byculla, near the Railway Bridge.

TO LET.

AN AIRY UPPER-STORIED SMALL BUNGALOW, near the sea-shore at Girgaum, near the Portuguese Chapel. Apply to Mr. Rustomjee Merwanjee Narrealwalla, at Messrs. Cursetjee Nusserwanjee Cama and Co.'s., No. 1, Hornby Row, Fort.

TO LET.

A SMALL AND COMMODIOUS BUNGALOW, suitable for a single gentleman, and a water well in the Compound, situated in the Nesbit Lane, Fort, and also Stable for Horses and Carriages situate in Mody Bay with supply of Vehar Water; also a large and commodious Bungalow, situated at Grant Road with stable and outhouses, and a large Godown with supply of Vehar Water, apply to Dossabhoy & Byramjee & Co., Nesbit Lane, No. 3, Fort.

MESSRS. N. SORABJEE & Co.

House, Commission and General Agents, and Registrars of Domestic Servants, &c. Bell Lane, No. 2.

BUNGALOWS, &c., TO BE LET, as follows:—

2 Bungalows in Byculla—2 Bungalows on Malabar Hill—three in Mazagon, one in Girgaum Road near the Sea side with a story.

1 Large and airy Bungalow in Tardeo, Breach Candy. One Large and three-Storied House well adapted for Offices and also Dwellings, in Church Gate Street, Fort.

1 well commodious and airy Bungalow, in Breach Candy.

3 Bungalows in Sattara—"Ruby Cottage," "Pearl Cottage," and "Rose Cottage."

TO BE LET OR SOLD.

One extensively commodious Bungalow with many outhouses, &c., situated in the best position in Horse Artillery Lines, Poona. As for plan, rent, value, and other particulars apply to

N. SORABJEE & Co.

N. B.—Also four houses and two shops to let in the Fort.

MONSOON AMUSEMENTS.

HERBERT & Co. beg to inform all interested in Clubs, Libraries and Reading Rooms, that they intend making a very large reduction in their prices for Music and Cheap Literature, and in anticipation of liberal orders have placed about 5000 rupees worth of the most popular and amusing Books, and an immense assortment of favorite music, all at the English marked prices for *cash only*. Where a quantity is taken, and an invoice made out, a further reduction will be made. Music and Literature is equally reduced in price for *cash and prompt payment* where 10 Rs. worth and upwards is taken at one time.

Rampart Row, May 1862. HERBERT & Co.

CAUTION.

THE UNDERMENTIONED BANK OF BOMBAY NOTES having been stolen from the undersigned, the Public are cautioned against receiving the same; and any one who will give such information as may lead to their recovery will be handsomely rewarded. Rupees 100 each, Nos. 20149, 08020, 11162, 17972, 09972, 23669, 07651.

J. D'LANGE,
Commander *Bussorah Merchant*.

Cotton, Coffee, and other Valuable Country Produce.

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VACANCIES.

AT No. 3, FORBES STREET, FORT, for RESPECTABLE BOARDERS.

Directory and Morning Papers on the Table.

3, Forbes Street. THOS. GAYNOR.

WANTED.

EMPLOYMENT in a Merchant's, or Lawyer's, or Government Office, or Bank, by two youths, well educated, and can be highly recommended, of about the age of seventeen. In addition to a sound general education, they possess a knowledge of Mahratti and Goojeratti, and can converse and correspond in both languages.

Salary the *last* or no object, the first objects being footing, training, and experience.

Apply to "X. Y. Z.," at this Office.

WANTED.

A SECRETARY to the Ahmedabad Municipal Commissioners, a person having a good knowledge of the English and Gujerati languages, and of official business, and if possible of surveying also; salary Rs. 125 per mensem, and the appointment to be probationary for six months. Applications, with Testimonials, to be addressed to the Acting Magistrate of Ahmedabad before the 7th proximo, when the election will take place.

T. C. HOPE,
Acting Magistrate,
and President Ahmedabad Municipal Committee.

WANTED.

FOR THE BAND OF HIS EXCELLENCY MOOKTEEAR-OOL-MOOLK SALAR JUNG BAHADOOR, the undermentioned Musicians:—

1 Solo Clarionette player.
1 First Cornet and Piston player.
1 First Trumpet player.
1 A Piccolo player.
2 Euphonia players.
1 Bombarda player.

Musicians wishing to enter His Excellency's service, and those ought to be acquainted well with the above Instruments, are requested to apply to J. De Souza, Esq., Director of Music H. E. 1st. N. N. T., Chuddaghaut; or to Captain W. R. Round, Commanding H. E. 1st N. N. T. Chuddaghaut. From either of these gentlemen full particulars regarding Pay, Clothes, &c. can be obtained.

All letters must be prepaid.

FOR SALE.

JUST LANDED ex *Rising Sun*, from Liverpool, Burton Brewery Company's Beer, in Quarts and Pints, in excellent order. Apply to

ROBINSON & Co.

BURDON'S WINE.

A CONSIGNMENT of the above favourite PALE SHERRY WINE in cask, for sale at the Godowns of the undersigned.

MACINDOE, ROGERS & Co.
Sole Agents.

GIBB AND BRUCE'S WINES.

PALE SHERRY, Green Seal......Rs. 22 per dozen.
Do. Red Seal ...... „ 24 „

A Consignment of the above favorite Sherries has just been received by the undersigned and is now for sale.

MACNEE & Co.,
Merchants & Agents.
26, Apollo Street.

FOR SALE.

THE following Brands of Extra fine Clarets:—

St. Julien Medoc	Rs. 18	per doz.	Quarts
Pope Clément	„ 21	„	„
Chateau Leoville	„ 22	„	„
Chateau Laffitte	„ 26	„	„
Chateau Margaux	„ 26	„	„
Chateau Haut Brion	„ 27	„	„

MACNEE & Co.
26, Apollo Street.

FOR SALE.

CARBONELL'S PORT.

CRUCK, FENWICK & Co.'s SHERRY and PORT.

BARTON & GUESTIER LENVILLE and BEYCHEVELLE CLARET.

MILNER & SON'S PATENT FIRE RESISTING SAFES.

Apply to Cursetjee Nowrojee, at the Godowns of Messrs. Ewart, Latham & Co.

Bombay, 6th May 1862.

For Sale at the Godowns of the Undersigned:

A FRESH BATCH of the following Wines, &c., direct from Bordeaux:—

Superior "St. Estèphe Claret," No. 1 and 2.
Burgundy Wine in quarts.
Do. do. in pints.
Léoville and Sauternes.
Champagne "Moët & Chandon."
Old Cognac, fine Champagne.
Superior Old Cognac.
Curaçao ......, Maraschino ......, Anizette ...... } Liqueurs.

And a variety of Preserves with and without truffles.

Apply to
5, Forbes Street. ALBERT VINAY.

MESSRS. GLEDSTANES, CONINGHAM & CO.

BEG leave to inform their friends and the public in the Bombay Presidency, that they have made arrangements for the regular supply of their WINES and SPIRITS through their Agents, MESSRS. LEGGATT & Co., Bombay, at whose Godowns they will in future be always procurable.

Messrs. Gledstanes, Coningham & Co. will continue to ship the same qualities of Wines and Spirits which have hitherto been in such extensive demand, and beg reference to the following list of those descriptions which have been found most suitable for consumption in India.

LIST OF PRICES.

	Per Dozen.
Pale Sherry, White Seal, in 1 or 3 dozen cases	Rs. 20
Do. Do. Black	25
Do. Do. Yellow	29
Amontillado, Red	32
Port Black	28
Do. Pints	15
Claret Blue	20
Do. Leoville, Yellow	30
Do. Chateau Margaux, Red Seal	35
Champagne, Sparkling	36
Do. do. 1st quality	42
Sauterne	30
Moselle	30
Do. Sparkling	36
Rhenish	20
Pale Brandy	30
Do. Do. very fine	36
Gin, Old Tom	18
Geneva, ... 15 Flasks	23
Cherry Brandy, finest	36
Do. do. Pints	18
Liqueurs of finest qualities.	

N. B.—Direct orders for Wines in Wood or Bottle and all kinds of Spirits and Liquors, will be promptly executed.

11, Regent Street, London, Jan. 1, 1862.

WINES, SPIRITS, & BEER, PRICE LIST.

MESSRS. TREACHER & Co., confidently recommend a new Batch of Sherries and would beg to draw attention to their revised list of Wines, &c.

SHERRIES—				
Black Seal ...... Amontillado		per dozen	Rs.	38
Bronze do., White do. ...... Good Dinner Wines		„	„	24
Brown do., Yellow do.		„	„	22
MADERIA, very old		„		42
PORT—				
Black Seal—Matured Fruity	Quarts	„	„	28
Do. Do.	Pints	„	„	15
Red Seal	Quarts	„	„	21
Do. Do.	Pints	„	„	13
CLARET—				
Chateux Margaux		„	„	34
Leoville		„	„	28
St. Julien		„	„	22
Medoc		„	„	16
CHAMPAGNE—				
Superior quality...A. DePaul	Quarts	„	„	40
Do. ...A. DePaul	Pints	„	„	21
Do. ...J. C. Morizot	Quarts	„	„	36
Do. ... do.	Pints	„	„	19
HOCK—				
Sparkling and Still { Demhar & Jordan / Coblentz Rhine... }		per dozen	Rs.	38
MOSELLE do. do.				
CRABBIE'S GINGER WINE		„	„	21
TREACHER & Co. do.		„	„	18
CURACOA		„	„	42
MARASCHINO		„	„	40
SHERRY BRANDY		„	„	30
SPIRITS—				
Brandies Rs. 18, 24, 30, 36		„	„	
do. ...Jules Robins (30 years old)		„	„	50
Rum ......Fine old Jamaica		„	„	20
Gin—Old Tom...Booth, London		„	„	
Do. ......Hollands in cases		„	„	
WHISKEY ......Glenlivat, Crabbie		„	„	21

BEERS AND STOUT.

Allsopp's and Bass' Ale and Beer, English and Country bottled, just to hand in excellent condition.

GUINNESS, Dublin. BARCLAY and PERKINS, London, and TENNENTS' Stout and Porter, Pints and Quarts.

TREACHER & Co.
Bombay, Poona, Kamptee, Kurrachee, and Kotree.

FOR SALE,

HER MAJESTY'S INDIAN NAVY LIST, Corrected up to 1st April 1862.

Bombay Gazette Office, 27, Apollo Street, Fort.

JUST PUBLISHED.

ACTS OF THE LEGISLATIVE COUNCIL OF INDIA relating to the POLICE, MUNICIPAL GOVERNMENT, and TAXATION OF BOMBAY. Reprinted from the *Calcutta, Gazette.* Price Two Rupees. *Bombay Gazette* Office.

ON SALE.

THE Bombay Army List, also Her Majesty's Indian Navy List, and the Bombay Civil List, including the Ecclesiastical Establishment. Corrected to 31st March 1862, at the *Bombay Gazette* Office, 27, Apollo Street, Fort.

FOR SALE

AT THE BIBLE SOCIETY'S DEPOSITORY, Verge of the Esplanade, Dhobee Talao, BIBLES AND TESTAMENTS, in English, Marathi, Hindustani, Gujerathi, Persian, Portuguese, French, and nearly fifty other languages, principally Eastern and European.

Revised Editions now available.

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The Gospel of John, in English and Marathi. "The Marathi expressed in Roman letters. Price 4 annas.

THE THREE ARMS.

BY Lieut. T. PRENDERGAST B. WALSH, H. M.'s 1st Bombay Grenadier Regt. N. I. and late on the General Staff of the Army. The above book is now appearing in numbers in Messrs. Chesson and Woodhall, Bombay Magazine, and when finished will be presented to the public in the form of a small volume. Price to Subscribers Rs. 10 per Copy. Names will be registered by Messrs. Chesson and Woodhall, and also at the Offices of the *Bombay Gazette* and *Times of India.*

FOR SALE.

THE SIND DIRECTORY, consisting of 324 closely printed 8vo. pages. Comprising every information connected with the Revenue, Finance, Agriculture, Commerce, &c. of the Province. With a neatly executed Map, showing the division of the Province, principal roads, &c.—A Plan of Kurrachee, showing the Civil and Military Limits, and the Harbour Improvement Works in Progress.—A Code of Signals made between Munora Point and the Camp at Kurrachee.

In addition to the usual information pertaining to a Directory, will be found a general description of the Province, and the principal Towns. A Chronological Register of Events from 1843 to 1861. The Services of the Sind Horse from 1839 to 1861. A brief Memoir of the late General John Jacob, C.B. Hints on Irrigation. Cotton Cultivation. Wool Trade. Regulations of the Cantonment Bazar. Circular Orders by Commissioner. Selections from the General Orders of the late Sir C. Napier, Governor of Sind. Port and Harbour Rules and Regulations. Assessed Taxes. Government Resolution regarding the sale of Waste Lands. The New Customs' Act, &c. &c.

A general description of the Punjab, and an Abstract from the Administrative Report for 1860-61.

Price Rs. 6.

Copies may be had at the *Bombay Gazette* Office, Apollo Street, Fort, or of Messrs. Merwanjee, Pruce, & Co., Kurrachee.

Outstation Orders must be accompanied with an advice of remittance. By remitting an additional Two Annas the Directory can be sent to any part of India, post free.

HERBERT & CO.'S BOMBAY LIBRARY.

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IN all cases of diseases of Women, this remedy will act immediately and certainly upon the abdominal and uterine muscles and ligaments, and restore them to as healthy and strong a condition as in childhood and youth. True, there are some cases where local treatment is necessary to insure the benefit desired; and, in such, the Resident Physician of the Institution can be advised with.

Fortunately however,

The cases requiring any treatment whatever except the Catholicon, are very rare. At all times, it should have a fair trial before resort is had to any assistant means; and in so large a majority that it may be considered the rule, no other treatment whatever will be needed. The Catholicon should be used in all cases attended with ANY of the following symptoms:—

Deranged Monthly Periods—Irregularities—
Weakness—Faintness—Deranged Appetite—
Sallow Complexion—Cold Hands and Feet—
Pain in the Back and Kidneys—Bloatings—
Chills—Feverishness—Neuralgia—Dizziness—
Palpitation of the Heart—Nervousness—
Headache—Restlessness—Disturbed Sleep—
Flushes of Heat—General Pain—Nausea—
Crawling and Pain in the Spine and between the Shoulders—
Difficult Passing of Urine, with Heat or Smarting—
Burning or Irritation in the Uterine Organs—
Acid Stomach—Indigestion—Itching—Nightmare—
Despair—Hysterics—Anxiety—Red Face—
Nervous Twitching—Starting—Constipation—
Irritable Temper—Sadness—Depraved Appetite—
Flatulence—Bloated and Irregular Bowels—
Unpleasant Dreams—Pains in the Uterine Organs—
Numbness and Pains in the Limbs—Loss of Memory—
Bewilderment—Soreness in the Feet—Hysterics—
Pain in the Back.

Fifteen years of ample and varied experience has proved beyond the shadow of a doubt, that this Catholicon will restore functional and general health, freshness of complexion, and constitutional vigor; and it will do this at all ages of female life, from the young girl languidly budding into womanhood, to when the "turn of life" leaves the system enfeebled and unable to meet the demands of the change upon the constitution. *In the troublesome symptoms attending pregnancy, the benefit of the Catholicon is most remarkable.*

☞ *Marshall's Uterine Catholicon will also cure gravel, disease of the kidneys, and urinary difficulties in males.*

Statement of Mackenzie & Minchin, Nashville, Tenn.

The Graefenberg Company have testimony of the most convincing character regarding their family remedies. They have over a thousand certificates concerning their Uterine Catholicon. The Imperial Colleges of France and Russia; Sir Henry Holland, Physician to Queen Victoria; the attending physicians of the most noted hospitals, and the Faculties of the Medical Colleges, together with leading divines and editors in this country, bear witness to its universal efficiency, and to the great value of the Graefenberg treatment.

(Signed) MACKENZIE & MINCHIN,
14 College St., Nashville, Tenn.

Marshall's Uterine Catholicon can be had from the undersigned at Rs. 2½ per Bottle.

The following Medicines are likewise available.—

			Rs.	As.
Graefenberg Vegetable Pills	Per	Box	0	9
Consumptive Balm	„	Bottle	6	4
Fever and Ague Remedy	„	Box	1	2
Sarsaparilla Compound	„	Bottle	2	4
Graefenberg Pile Remedy	„	„	2	4
Dysentery Syrup	„	„	1	2
Health Bitters. The best tonic known	„	Pack	0	9
Children's Panacea	„	Bottle	1	2

Apply to McCOMBIE & WRIGHT.

DINNEFORD'S PURE FLUID MAGNESIA,

HAS been, during twenty-five years, emphatically sanctioned by the Medical Profession, and universally accepted by the Public, as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION, and as a mild Aperient for delicate constitutions, more especially for Ladies and Children. Combined with the ACIDULATED LEMON SYRUP, it forms an *agreeable Effervescing Draught*, in which its aperient qualities are much increased. During Hot Seasons and, above all in Hot Climates, the regular use of this simple and elegant remedy has been found highly beneficial.

Manufactured (with the utmost attention to strength and purity,) by Dinneford & Co., 172, New Bond Street, London; And sold by all respectable Chemists, throughout the world.

COMMERCIAL.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

Bombay Gazette Office,
Wednesday, 21st *May* 1862.

EXCHANGE.

On what Place	Terms.	Rates.
London (Credits)	6 months' sight	2s. 05/16d. to ⅜d.
Do. Documents	Do. do.	2s. 07/16d. to ½d.
Do. Bank Rates	Do. do.	2s. 05/16d. to ⅜d.
Calcutta	Sight	1 Prem.
Madras	30 days' sight	100½
China	60 do. do.	Rs. 216 per $100.

SHARES.

Names.	Paid up.	Last Half-yearly Dividend.	Rates.
	Rs.		
Bombay Bank	1,000	5 p. cent.	71 Prm. ex Div.
Madras Bank	1,000	2½ do.	33
Agra Bank	500	7 do.	80 do.
Oriental Bank Corporation	250	8 do.	T. B. closed.
Commercial Bank	500	3 do.	14 do.
Mercantile Bank	250	5 do.	35 do.
Central Bank of W. India	150	2½ do.	1 Prem.
Great Indian Peninsula Railway Company, Consolidated Shares	218.3.0	2½ do.	Rs. 4 Dis.
Do. New Shares	87.4.4	2½ do.	Rs. 5 do.
Bombay, Baroda, and Central India Railway	1,000	2½ do.	Noml. [sh. Div.
Hydraulic Press Company	4,000	350 p. sh.	Rs. 250 Dis. p.
Apollo Press Company	11,000	1,650 p. sh.	Rs. 20,500 p. sh.
Colaba Press Company	2,700	13 do.	Rs. 5,500 do.
Colaba Land Company	10,000	100 p. sh.	Rs. 11,500 do.
Elphinstone Land Company	5,100	200 p. sh.	Rs. 4,300 do.
Bombay Steam Navigation Company	500	32 do.	Rs. 375 dis.
Spinning and Weaving Co.	5,000	1,000 do.	Rs. 500 dis.
Oriental Weaving and Spinning Company	2,500	[p. Ann. 450 p. sh.	Rs. 100 dis.
Do. New Shares	625	......	Rs. 50 do.
Do. New Shares	625	......	Rs. 50 do.
Victoria Spinning Co.	5,000	......	Nominal.
Royal Spinning and Weaving Company	1500	......	Rs. 500 Dis.
Great Eastern Spinning and Weaving Company	400	......	Rs. 500 do.
Manockjee Pitti's Spinning and Weaving Co.	550	......	Rs. 150 do.
Throstle Mill Company	1,000	......	300 Dis.
Bombay United Spinning Company	4,500	......	Nominal.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan .... Nominal.
" Loan 1835-36 }
" Loan 1842-43 } 95
" Loan 1854-55 }
New Five Per Cent. Loan .... 105¾ to 106
Five and a Half Per Cent. Loan 113¼

PRICES OF BULLION, &c.

Sovereigns, each .... Rs. 10-6
Bank of England Notes .... Nominal.
Spanish Dollars .... Rs. 230 Nominal
Carolus .... ,, 250 do.
Mexican Dollars .... ,, 227 do.
German Crowns .... ,, 213½ do.
Five Franc Pieces .... ,, 205
Bar Silver .... ,, 106-5/16
Gold Leaf .... ,, 16 3

FREIGHTS.

To Liverpool (Cotton) ready ... £2 12s. 6d. to £3 0s. 0d.
,, (Seeds) .... £1 10s. 0d. to £1 15s. 0d.
To London (Cotton) ready ...... £2 10s. 0d.
,, (Seeds) .... £2 5s. 0d. to £2 7s. 6d.
To China .... No enquiry.
To Clyde .... Do.

PRICES CURRENT (May 20th, 1862.)

COTTON at Colaba : Per candy.
New Broach, ready .... Rs. 242 to 243
New Dhollera, and Bhownuggur .... ,, 237 to 240
New Oomravuttee .... ,, 215 to 216
New Compta, ... ,, 222 to 223
New Dharwar Sawginned .... ,, 295 to 296
New Barsee, and Nuggur .... ,, 210 to 212
New Veraval .... ,, 210 to 215
Khandeish .... ,, 200 to 205
New Poratchee .... ,, 218 to 220
New Accote .... ,, 227 to 228
New Manglore .... ,, 218 to 219
OPIUM—Malwa, Rs. 1,595 to 1,600
SEEDS—Linseed, Candeish ... at Rs. 6-1 to 6-2 per cwt.
Rapeseed, Guzerat ...... ,, 6-14 to 7
Gingelly mixed (Black and White) ...... ,, 32 to 33 / 37 to 38
Nigger (Nominal) ... ,, 27 to 28

BANKS.

CENTRAL BANK OF WESTERN INDIA

Interest Allowed.

On Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent. per Annum.
Do. ,, 6 ,, ,, 5 ,,
Do. ,, 12 ,, ,, 6 ,,

Exchange.

Bills on London, at 6 months' sight 2s. per Rupee.
Ditto at 4 ditto 1s. 11¾d. do.
Ditto at 3 ditto 1s. 11½d. do.
Ditto at 2 ditto 1s. 11⅝d. do.
Ditto at 1 ditto 1s. 11¼d. do.
Ditto sight ditto 1s. 11⅛d. do.

Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are only drawn for payable on demand.

Commission.

On the sale or purchase of Government and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission.

Hours of business .... 10 A. M. to 4 P. M.
Saturdays .... 10 A. M. to 1 P. M.

EDWIN HEYCOCK,
Manager.

Bombay, 6th May 1862.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Exchange.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 months' sight ...... 2s. 0d. per Rupee.
,, 4 do. ...... 1s. 11⅞d. ,,
,, 3 do. ...... 1s. 11¾d. ,,
,, 2 do. ...... 1s. 11⅝d. ,,
,, 1 do. ...... 1s. 11½d. ,,
,, On demand ...... 1s. 11⅜d. ,,
On Scotland do. ...... 1s. 11⅜d. ,,
On Ireland do. ...... 1s. 11⅜d. ,,
Circular Notes for the use of Travellers on the Continent and to Europe, Overland, at 1 day's sight ...... } 1s. 11⅜d. ,,

Drafts at 8 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

Interest Allowed.

On Current Accounts .... 2 per cent.
On Deposits payable on demand, subject to a commission of ¼ per cent. on amounts withdrawn 4 ,,
Deposits for 3 months .... 4 ,,
Do. do. 6 do. .... 5 ,,
Do. do. 12 do. .... 6 ,,

No interest allowed on Current Account Balances under Rs. 1,000 on Deposits over Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

Commission.

The Bank takes charge of Government securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms :

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Acting Agent.

Bombay, 1st May 1862.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter.

Head Office—No. 20, Threadneedle St., London.
Paid up Capital—£644,000.

London Bankers. { The Bank of England. The City Bank.

Branches and Agencies at Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

Exchange.

THE Bank's Agency in Bombay grants Bills of Exchange on The City Bank, London, at the following rates, viz :—

6 months' sight (not under £50) at 2s. 0d. per Rupee.
4 Do. .... at 1s. 11⅞d. ,,
3 Do. .... at 1s. 11¾d. ,,
2 Do. .... at 1s. 11⅝d. ,,
1 Do. .... at 1s. 11½d. ,,
On demand (Head Office) ...... at 1s. 11⅜d. ,,

Deposits.

Interest is allowed on Current Accounts at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice, 4 per cent.
Do. 6 do. 5 ,,
Do. 12 do. 6 ,,

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

Remittance.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China or order.

Commission.

On the sale or purchase of Government Paper, Bank Stock and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A. M. to 4 P. M.; Saturdays 10 A. M. to 1 P. M.

ANTHONY MORRISON,
Agent.

May 2nd, 1862.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

Exchange.

THE CORPORATION grant Drafts on London on Demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are :
On London at 6 months' sight .... 2s. 0d. per Rupee.
,, 4 do. .... 1s. 11⅞d. do.
,, 3 do. .... 1s. 11¾d. do.
,, 2 do. .... 1s. 11⅝d. do.
,, 1 do. .... 1s. 11½d. do.
,, on demand ......
On Scotland do. ...... } 1s. 11⅜d. do.
On Ireland do. ...... }
On Paris, at 3 days' sight .... 1s. 11⅛d. do.
Circular Notes payable throughout Europe 1s. 11⅛d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

Deposits.

The Corporation receive Deposits on the following terms :—
Repayable on demand, in sums of Rs. 100 and upwards .... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ...... 3 ,, ,,
Do. do. 6 do. ...... 4 ,, ,,
Do. do. 12 do. ...... 5 ,, ,,

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement*.

Remittance.

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order*," and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

Commission.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms :—
If to be remitted through the Corporation ...... Without charge.
If to be paid in India, a Commission will be charged of .... ¼ per cent.
On returning Government Paper out of safe custody .... ¼ per cent.
Hours of business .... 10 to 4 o'clock.
Saturday .... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 1st May 1862.

THE AGRA AND UNITED SERVICE BANK, LIMITED.

Established in India in 1833.
Incorporated by Royal Charter

Head Office .... London.
Branches at Calcutta, Bombay, Madras, Agra, Lahore, Kurrachee, Umritsur, Shanghai, Hong-Kong and Edinburgh.
Subscribed Capital, £2,000,000 (Two Millions Sterling.)
Paid-up Capital, £1,000,000 (One Million Sterling.)
Reserved Fund, £200,000 (Twenty Laks of Rupees.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the under-mentioned establishments :—
The London & Westminster Bank.
The Royal Bank of Scotland (and Branches).
The National Bank of Scotland (and Branches).
The National Bank (Ireland) (and Branches.)

The Bombay Branch, makes advances on the pledge and deposit of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange :—

On London at 6 months' sight .... 2s. 0d.
,, 4 months' sight .... 1s. 11⅞d.
,, 3 months' sight .... 1s. 11¾d.
,, 2 months' sight .... 1s. 11⅝d.
,, 1 month's sight .... 1s. 11½d.
On demand ....
On Scotland .... } 1s. 11⅜d.
On Ireland .... }
Circular Notes .... 1s. 11⅜d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-Kong, and Shanghai.

Interest Allowed.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.

2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances under Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its [illegible].

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

Commission.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on Scotland, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, despatch the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, Limited, or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made *(if to a Lady her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

Notice.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address the "*The Manager of the Agra and United Service Bank, Limited, Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Kurrachee (Mr. R. E. W. Baker, Manager,) for the transaction of business in all its Branches.

JOHN CARDNO,
Manager.

Bombay, 20th May 1862.

SHIPPING.

BOMBAY.

Arrivals.

Date.	Ships.	Commanders.	From
May 20	Victoria (s)	Nacoda	Surat 19 May
	Manchester (s)	McDonald	Surat 19 May.

Departures.

Date.	Ships.	Commanders.	To
May 20	Clifton Belle	Bustin	Liverpool.
	Beeleeshoe	Mitchell	Liverpool.
	Etna	Hughes	Liverpool.
	Khusrovie	Gray	Siam & Singapore.

PASSENGERS ARRIVED.

Per Steamer *Victoria*, from Surat.—118 natives.
Per Steamer *Manchester*, from Surat.—65 natives.

Port Clearance.

The Ship *Salaman Shah*, Nacoda, bound to Muscat, obtained her port clearance yesterday.

Commenced Loading.

The following vessels began to load yesterday :—
Ship *Countess of Yarborough*, for London.
Ship *Gem of the Ocean*, for Calcutta.
Ship *Royal Saxon*, for Liverpool.
Ship *Arabian*, for Liverpool.
Ship *Viscount Canning*, for Liverpool.
Ship *Ann Buckle*, for Liverpool.

IMPORT MANIFEST.

From China.

Steamer *Orissa*.—127 boxes Species, 11 boxes Gold, 6 boxes Gold Leaves, 27 boxes Silk Piece Goods, 1,644 bags Suppa, 100 slabs Tin, 2 boxes Apparels, 1 box Pearls, 47 boxes Glass Bangles, 5 boxes Sycee, 23 boxes Brass Leaves, 4 boxes Tin Leaves, 1 box Silver Ware, 1 box Pictures, 44 boxes Paper, 13 boxes Glass Beads, 11 bales and 1 box Silk, 6 boxes Copper-brass, 272 half chests Tea, 4 boxes Merchandise, 100 bags Sugar, 6 packages Samples, 3 packages Baggage.

DAILY EXPORTS.

Bombay, Tuesday, 20th May 1862.

For London.

Earl of Balcarras.—88 packages Pepper, 75½ cwt., Sewjee Ludha and Co.; 49 bales Munjeet, 169½ cwt., Jewraz Luxmidass; 11 chests Dry Ginger, 16¾ cwt., Chutoorbhoz Cupporchund.

Owen Glendower.—1 keg Mangoe Pickles, Remington and Co.; 25 cases Cardamoms, 51 cwt., Bhimjee Nursey; 2 cases Apparels, Dwyer and Co.; 1 package Tea, 66 lbs., Remington and Co.; 1 case Sundries Jamsetjee Dorabjee; 5 chests Indigo, 14¾ cwt., Mirchund Roopchund.

Burlington.—251 bales Cotton, W. Nicol and Co.

Countess of Yarborough.—40 casks Jingilly Oil, 164½ cwt., 15 casks Cocoanut Oil, 60 cwt., Maneck Pandoorung.

War Spirit.—136 bags Coffee, 168 cwt., Kessowdass Goculdass; 9 cases Chundroos, 16¾ cwt., 13 pieces E. Teeth, 7½ cwt. 24 lbs., Jewraz Luxmidass and Co.; 16 packages Coffee, 24½ cwt., Kessowdass Goculdass : 223 bags Coffee, 334½ cwt., Rally Brothers; 74 packages Coffee, 8¼ cwt., Wookerda Enderjee; 30 bags Cowdee, 30 cwt., Cassom Khanjee; 500 bales Cotton, 1750 cwt., W. Nicol and Co.

For Liverpool.

Douglas Castle.—Loose E. Crust, 60 tons, Cornforth and Co.

Levant.—196 bags Saltpetre, 354 Maunds, Goculdass Tezpal.

Arabian.—250 bales Cotton, 875 cwt., Framjee Jamsetjee; 350 bales Cotton 1225 cwt., Canjee Khetsee; 100 bales Cotton 350 cwt., Jaitha Jairaz; 400 bags Sursee Seed, 600 cwt., Heerjee Jetsee.

W. Chandler.—1000 bales Cotton, 3500 cwt., Finlay Scott and Co.; 55 bales Wool, 165 cwt., Muncherjee Cowasjee.

Alma.—75 bales Cotton, 262½ cwt., H. J. Sons.

Royal Saxon.—600 bags Sursee Seed, 900 cwt., Visram Kesowjee.

Tornado.—1200 bundles Sursee Seed, 600 cwt., Khetsee Dharomsee.

General Simpson.—100 bundles Galls, 500 cwt., Dharsee Bhimjee; 14 bundles Jingelly Seed, 7 cwt., Ganjee Damoder; 200 bales Cotton, 700 cwt., Cumbier and Co.; 550 bundles Jingelly Seed, 275 cwt., Gangjee Damoder.

Zulica.—300 bales Cotton, 1150 cwt., H. Byramjee and Co.; 180 bales Cotton, 630 cwt., Dinshaw Dadabhoy; 50 bales Cotton, 175 cwt., Mirchund Roopchund.

Chevalier.—500 bales Galls, 250 cwt., Khimjee Visram; 250 bales Cotton 875 cwt., Muncherjee Dadabhoy; 50 bales Wool, 150 cwt.; 50 bales Cotton 175 cwt., Sidic Hajee Woosman.

Glenalea.—50 bales Cotton, 187½ cwt., Muncherjee Hormusjee; 150 bales Cotton, 150 cwt., Sorabjee Hormusjee.

Matilda Atheling.—500 bales Cotton, 1,750 cwt., Leckie and Co.

Africa.—50 bales Cotton, 175 cwt., Lyon Prothers and Co.

Meteor.—100 bales Cotton, 350 cwt., Luxmichund Nursee Sons; 50 bales Wool, 150 cwt., Meerchund Roopchund; 205 bales Cotton, 735 cwt., B Khodadad Erany.

Grace Darling.—500 bags Rape Seed, 150 cwt., 500 bags Rape Seed, 750 cwt., Merwanjee Nasserwanjee.

Derigo.—55 bales Cotton, 192½ cwt., Goculdass Cullianjee; 85 bales Cotton, 297½ cwt., Godoo Premjee.

Crescent.—50 bales Cotton, 150 cwt., Gangjee Courjee.

Queen of India.—250 bales Cotton, 875 cwt., Lawrence and Co.

Electric.—400 bales Cotton, 1,400 cwt., Lawrence and Co.

John Mandeville.—110 bales Cotton, 355 cwt., Pudomsee Veerjee and Co.

Albion.—50 bales Cotton, 175 cwt., 50 bales Wool, 150 cwt., Merchund Roopchund.

Broughton Hall.—400 bales Cotton, 1,400 cwt, D. Byramjee & Co.

Sir Charles Napier.—220 bales Cotton, 770 cwt., Edufjee Framjee and Co.

North.—500 bales Cotton, 1,750 cwt., J. Clover and Co.

Tiger.—77 bales Cotton, 269½ cwt., Votumchund Callianje; 2 bales Cotton, 9 cwt., Jewraj Ruttonsee.

Bosphorus.—300 bales Cotton, 1,050 cwt., Cursoudass Madhowdass.

America.—300 bales Cotton, 1,050 cwt., Leggatt and Co.; 105 bales Cotton, 367½ cwt., Champsy Sewjee.

Tivolie.—350 bales Cotton, 1,225 cwt., Remengtou and Co.

Morning Star.—200 bales Cotton, 700 cwt., Soonderdas Mooljee; 125 bales Cotton 437½ cwt., Rutsgur Dowlutgur; 225 bales Cotton, 787½ cwt., E. & H. Shapoorjee and Co.; 100 bales Cotton, 350 cwt., Mooljee Jetha; 100 bales Cotton, 350 cwt., Jaitha Jairaz; 600 bags Linseed, 300 cwt., S. Burstal and Co.

Camperdown.—500 bales Cotton, 1,750 cwt., Kessow Waga.

South Carolina.—205 bales Cotton, 717½ cwt., Bomanjee Khodabad Eranee.

Nell Gwyn.—426 bundles Sursee Seed, 213 cwt, Goculbhoy Moolchund.

City of Agra.—1000 bales Cotton, 3500 cwt., W. Nicol and Co.

Thames.—200 bales Cotton, 250 cwt., Khimjee Visram and Co.; 100 bales Cotton, 350 cwt., Jaitha Jairaz.

John Lane.—550 bags Sursee Seed, 825 cwt., Jaitha Jairaz.

Ann Buckle.—400 bales Cotton, 1400 cwt., D. Byramjee and Co.

Viscount Canning.—300 bales Cotton, 1050 cwt., D. Byramjee and Co.

Swithamley.—60 bales Cotton, 210 cwt., Bomanjee Khodabad Erany.

Dalkeith.—300 bales Cotton, 1,050 cwt., Nesserwanjee Maneckjee.

For New York.

Mogul.—118 bags Coffee, 147½ cwt., 117 bags Pepper, 146½ cwt., Lyon Brothers and Co.

For Suez.

Steamer *Malta.*—2 packages Silk, 189 lbs., H. Mirza Abdool Cassum.

For Singapore.

Steamer *Armenian.*—100 packages Cloves, 125 cwt., Hajee Jumal.

For Hongkong.

Steamer *Armenian.*—120 bales Cotton, 420 cwt., Woomersy Velljee and Co.; 1 case Sundries, 1 case Socks, 100 dozens, Fazulbhoy Cassum; 11 bundles Fishmaws, 3¼ cwt., 4 bundles Sharkfins, 1½ cwt., Morarbhoy Dama; 176 bundles Fishmaws, 51 cwt., Khan Mahomed Hubib; 121 chests M. Opium, 140 lbs. each, David Sassoon and Co.; 7 chests M. Opium, 140 lbs. each, Dadabhoy Dorabjee; 11 chests M. Opium, 140 lbs. each, Meer Sassoon Moosy; 6 chests M. Opium, 140 lbs. each, Hajee Abdool Noor Mahomed; 27 chests M. Opium, 148 lbs. each, Culliandas Nusserwanjee; 16 chests M. Opium, 140 lbs. each, Tarrachund Sittaram; 11½ chests M. Opium, 140 lbs. each, Ramlal Bhagchund.

For Calcutta.

Gem of the Ocean.—4 cases Dry Fruits, 3 cwt., Cursonjee Petamber.

Prince of Wales.—197 robbins Coppra, 344 cwt., A. Hajee Allarukhia; 19 packages Sundries, Ebrahim Soolamanjee; 10 cases Gilt Papers, Shaik Dawood Shaik Ahmed.

Asteriol.—103 cases Piece Goods, 10,183 pieces, W. Nicol.

Boyne.—150 robbins Coppra, 258 cwt., Mooljee Jaitha.

STATIONS OF H. M.'s INDIAN NAVY.

450 Ajdaha, 20 (flagship), Frushard ... Bombay.
800 Assaye, 10 (paddle), Adams ... ... England.
204 Assyria, 6 (paddle), Forster ... ... Out of Commission.
946 Auckland, 6 (paddle), Drought ... Bombay.
Augusta, 6 (schooner) ... ... Bombay.
664 Berenice, 2 (paddle), Holt ... ... Bombay.
499 Chenaub, 2 (paddle), Walton... ... River Indus.
420 Clive, 14 (sloop), Lloyd ... ... Bombay.
300 Clyde, 3 (screw gun-boat), Mitchison Bombay.
204 Comet, 2 (p. gun-boat), Collingwood River Euphrates.
182 Constance, 3 (schooner), Cookson ... Aden.
1026 Coromandel, 4 (screw), Batt ... ... Andaman Islands.
295 Cursetjee, (flat) Shaw ... ... River Indus.
1022 Dalhousie, (screw), Hopkins ... ... Suez.
387 Elphinstone, 12 (sloop), Etheridge... Persian Gulf.
99 Emily, 2 (schooner), Evans ... ... Madras.
274 Ennore?, (flat), McLaren ... ... River Indus.
225 Euphrates, (survey ship), William ... Out of Commission.
495 Falkland, 12 (corvette), Fraser... ... Bombay.
1450 Feroze, 14 (paddle), Tronson ... ... Bombay.
610 Frere, 2 (paddle), Marsh ... ... River Indus.
215 Gootanar?, (paddle yacht), Nacoda ... Bombay.
20 Georgiana, J. B. Bowsher, 2 (tender) Persian Gulf.
610 Havelock, 2 (paddle), Davies ... ... River Indus.
300 Hugh Rose, (gun boat) Wood ... ... Persian Gulf.
Hornet, Dayman, (S. Sloop) ... ... Bombay.
522 Indus, 2 (paddle), Tickle ... ... Neato.
489 Jhelum, 2 (paddle), Peck ... ... River Indus.
151 Kuddywarree, (flat) ... ... Guard Vessel, Kurrachee.
Koteree (flat), O'Brien ... ... River Indus.
700 Lady Canning, 2 (paddle), James ... Andaman Islands.
299 Lady Falkland, (paddle), Tarleton ... Bombay.
157 Mahi, 3 (schooner), Gardiner ... ... Aden.
167 Maria (schooner) ... ... Bombay.
445 Napier, 2 (paddle), Stevenson .. ... River Indus.
49 Nerbudda, (schooner). ... ... Kurrachee.
204 Nimrod, 2 (paddle), Linton ... ... River Indus.
610 Outram, (paddle), Neal ... ... River Indus.
335 Planet, 1 (paddle), Fletcher ... ... River Indus.
140 Pluto?, (screw), White...... ... ... Bombay.
1246 Prince Arthur, (screw), Walker ... Bombay.
800 Punjaub, 10, Foulerton ... ... England.
208 Raver?, (flat), Ridge Williams ... ... River Indus.
335 Satellite, 1 (paddle), Harrison ... ... River Indus.
920 Semiramis, 8 (paddle), Worsley ... Bombay.
610 Sir Henry Lawrence, 2 (paddle), Jones. River Indus.
49 Snake, 1 (paddle), Rogers ... ... Bombay Harbour.
258 Tigris, 5 (brigantine), Dyer ... ... Persian Gulf.
705 Victoria, 4 (paddle), Chitty ... ... Aden.
1093 Zenobia, 9 (paddle), Cruttenden ... Aden.

VESSELS IN BOMBAY HARBOUR.

(c.l. signifies "commenced loading.")

For London.
676 Burlington, Howes—W. Nicol & Co. (c. l. May 10)
393 Countess of Yarborough—W. Nicol & Co. (c. l. May 20)
1488 Earl of Balcarras—Remington & Co. (c. l. March 11)
1310 Lammbord?, Deuchar—Jehanghir N. Wadia. (c. l. May 10)
905 Mary Shepherd—Martin, Young & Co. (c. l. May 16)
788 Morayshire, Mathers—Leckie & Co. (c. l. April 16)
989 Owen Glendower, Robinson—Remington & Co. (c. l. Mar. 25)
1234 War Spirit, Lukes—S. Burstall & Co. (c. l. Mar. 24)
For Liverpool.
1162 Africa, Bowie,—J. Tanner & Co. (c. l. March 11)
1163 Ajmeer, Asplet—Lawrence & Co.
1069 Albion, Thompson, S. Burstall & Co. (c. l. April 22)
1070 Alma, Brough—Ewart Latham & Co. (c. l. May 13)
1475 America, Finlay—Coupland & Co. (c. l. April 1)
963 Ann Buckle—W. & A. Graham & Co. (c. l. May 20)
1038 Arabian Marshall—Lawrence & Co. (c. l. May 20)
1227 Argonaut, White—Ritchie Stuart & Co. (c. l. April 17)
1391 Bosphorus, (s)—Killick, Nixon & Co. (c. l. Mar. 26)
1493 Broughton Hall, Rennie—Coupland & Co. (c. l. April 2?)
1152 British Lion, J. Laybold—Coupland & Co. (c. l. Mar. 29)
639 Barbora, Rice—Rennie, Scovell & Co. (c. l. April 22)
2153 Bates Family, Hogg—Edward Bates & Co. (c. l. May 16)
680 Campbell, Meikle—Killick, Nixon & Co.
244 Camperdown, Houston—Rennie, Scovell & Co. (c. l. May 19)
1049 Chance, Martin—W. & A. Graham & Co. (c. l. Mar. 6)
885 Chevalier, Perkins—Merwanjee Nusserwanjee (c. l. Apr. 28)
1046 Childwickbury, Faithfull—Martin Young & Co.
1336 Crescent, Ewing—Rennie, Scovell & Co. (c. l. April 7)
858 City of Agra, Ewing—Coupland & Co. (c. l. April 30)
848 Dalkeith, Fracker—Ritchie, Steuart & Co. (c. l. May 6)
1152 Dirigo, Brown—Rennie, Scovell & Co. (c. l. April 12)
666 Douglas Castle—J. P. Cornforth & Co. (c. l. May 17)
1106 Electric, Underwood—Lawrence & Co. (c. l. April 22)
743 Edith Byrne, Anderson—Lawrence & Co. (c. l. May 15)
617 Euphrates, Gwyther—E. Bates & Co.
1171 General Simpson, Graham, Coupland & Co. (c. l. April 14)
1090 Grace Darling, Bearse—M. N. Bhownugria (c. l. April 7)
702 Granada, Miller—Stearns Hobart & Co. (c. l. April 5)
1057 Glenaiva, Muir—W. Nicol Co. (c. l. April 30)
418 Jacob A. Westerwelt, Anderson—W. Nicol & Co.
1710 John Melhuish, Grant—W. & A. Graham & Co. (c. l. Apr. 21)
1596 John Linn, Kavanagh—Lawrence & Co. (c. l. May 19)
1210 Levant, Feran—Ewart Latham & Co. (c. l. May 19)
884 Lyra, Cheever—B. Cursetjee & Co. (c. l. April 23)
675 Matilda Atheling, Power—S. Tyebjee & Co. (c. l. April 26)
1831 Meteor, Porter—Rennie, Scovell & Co. (c. l. April 1)
1285 Morning Star, C. Mathews—Coupland & Co. (c. l. April 7)
2377 Morning Light, Gillies—S. Burstall & Co. (c. l. May 12)
1194 Monica, Will—Ritchie, Steuart & Co. (c. l. May 5.)
938 Nell Gwyn, Clark—S. Burstall & Co. (c. l. May 10)
1238 North, Brown—Rennie, Scovell & Co. (c. l. March 12)
853 Northern Bride—Remington & Co. (c. l. March 10)
991 Pericles—W. and A. Graham & Co. (c. l. Apr. 22)
1044 Queen of India, McGarry—E. Latham & Co. (c. l. Apr. 22)
824 Rising Sun,—M. N. Bhownuggria. (c. l. May 7)
1199 Royal Saxon, Brown—Dirom Hunter & Co (c. l. May 20)
533 South Carolina, Shapcott—Coupland & Co (c. l. Mar. 26)
1235 Star of the South, Reinner—W. Nicol & Co. (c. l. April 28)
1160 Sir Charles Napier, Bell,—B. & A. Hormasjee. (c. l. Apr. 23)
1379 Sir J. Mandeville, Knight—Ewart, Latham & Co.
730 Swithamley, Weir—A Bell & Co. (c. l. April 30)
778 Shard, Curwin—Killick, Nixon & Co. (c. l. May 12)
800 Themis, Rodgers—W. Nicol & Co. (c. l. May 7)
998 Tiger, Robinson—John Clover & Co. (c. l. March 20)
1115 Tivoli, McPhairson—W. Nicol & Co. (c. l. April 1)
1138 Tornado, H. Amy—B. & A. Hormusjee & Co. (c. l. May 10)
839 Virginia, Davis—W. Nicol & Co.
750 Viscount Canning, Woodwin.—Wallace & Co (c. l. May 20)
705 William Chandler—W. & A. Graham & Co. (c. l. May 10)
996 Zuleika, Riddell—W. Nicol & Co. (c. l. April 21)
1305 Zobeah, Morrison—S. Burstall & Co. (c. l. May 14)
For Hull.
999 Union, Skilling—Bramhall & Co.
For New York.
800 Mogul, Spooner—J. P. Cornforth & Co. (c. l. May 2)
For Falmouth for orders.
586 Thetis, A. J. Reis—Peel, Cassels & Co. (c. l. May 1)
419 Victoria, Gibbs—W. Nicol & Co.
For Havre.
802 Pescatore, Lacombe—D. Cursetjee. (c. l. April 5)
For Aden and Suez.
940 Malta, King. (c. l. May 19)
For China.
780 Armenian, (s)—David Sasoon & Co. (c. l. May 6)
For Hongkong.
477 Good Success—Sir J. Jejeebhoy Sons & Co (c. l. Apr. 12)
For Singapore.
1201 Futtay Mombarack—Cursondass Verzdass (c. l. May 12)
311 Shantung, Webster—Peel Cassels & Co.
560 Vulture, Gill—Dossabhoy Merwanjee & Co.
For Persian Gulf.
273 Baz, Nacoda—H. J. Jooma. (c. l. May 14)
For Colsaguepatam.
91 Mohidin, Sumdanee—Nacoda Apa Nana. (c. l. Feb. 10)
For Tellicherry, Cochin and Calcutta.
910 Wide Awake, Swanson—D. Sassoon & Co. (c. l. Feb. 27.)
For Madras Coast.
830 Thames, Latham—W. & A. Graham & Co.
For Coast and Calcutta.
651 Lady Canning, R. Spencer—Jairaz Fazel & Co. (c. l. May 6)
For Calcutta.
473 Asteriol, Gardiner—Heerjee Arut. (c. l. May 7)
600 Boyne, Kemp—Essa Khakee. (c. l. May 16)
400 Fort William, Castle. (c. l. May 19)
350 Futtay Shaw Allum, Mitchell. (c. l. May 12)
691 Gem of the Ocean—Stearns, Hobart & Co. (c. l. May 20)
891 Prince of Wales, Winckler—P. Heerachund Sons & Co.
327 Prince of Wales, Nacoda—H. J. Abadin. (c. l. May 12)
495 Union, Jerrari—Dossabhoy Cursetjee. (c. l. May 13)
For Zanzibar and Mauritius.
347 Rahmanee, Nacoda. (c. l. May 5)
Not Fixed.
348 Alice, Colman—Remington & Co.
672 Ally, Shepherd—H. E. Cadoo.
307 Artemise, Nacoda—Cassum Natha.
501 Bombay Merchant, Richard—Heerjee Arut.
559 Bussorah Merchant—Delange H. J. S. Deena.
209 Champion, Owen—Jewraz Sazeu.
Carlew, Nacoda.
938 Clara, Barrow—Ewart Latham & Co.
1145 Crown Point, Knapp—J. Reynolds & Co.
1019 Earl of Clare, Wilson—R. Jamsetjee Jejeebhoy & Co.
220 Eliza, Sentos—A. Vigas.
Fazel Bhary, Nacoda.
1139 Floating Light, Starkie—Rennie Scovell & Co.
654 Gloriosa, Wyeth—W. Nicol & Co.
495 Harriet and Jesse, Deshon—Forbes & Co.
500 Holyrood, Deane—Wallace & Co.
1000 Iskundersha, Mahomed.
804 Joshua, W. Barttle—Coupland & Co.
155 Keerata Roodain, Nacoda—Dinshaw Bhicajee Khan.
725 Kennington, Edwards—Ritchie Steuart & Co.
Le Harthee, Nacoda—Jairam Sewjee.
511 Lady Frankland, Nacoda—Jairaz Fazel & Co.
Lone Star, Dizer—Ritchie, Steuart & Co.
30 Mahomed Bux, Nacoda—Cowasjee Eduljee.
661 Maid of the Seas, Stanwood—Dossabhoy Merwanjee & Co.
524 Maria Gray, P. L. Jones—M. A. M. Khan.
1149 Martin Luther, McCready—Graham & Co.
599 Nadershah, Box—Gopaldass Mowjee.
Nantis, Nacoda—C. S. Sons & Co.
109 Nassrool Hamed, Nacoda—M. Husein.
250 Nasry, Nacoda—L. Samjee.
132 Persian, Lavage—W. & A. Graham & Co.
763 Princess Somawatty, Roy—Eduljee Framjee & Co.
549 Palembang, Miller—D. H. Cama & Co.
159 Royal Victoria, Nacoda—Dinshaw Bhickajee Khan.
800 Regina, Brown—Rattonjee Edulljee.
296 Rory O'More, S. Harding—R. Eduljee.
450 Scindian, (s) Beyt—B. S. N. Co.
150 Shapoorjee Heerjee, Nacoda—Cowasjee Eduljee.
74 Sullamattee, Nacoda—Sewjee Lalljee.
183 Shakoal Ahmed, Nacoda—Aboo Buker.
363 Teazer, John Shaw—Hajee Mahomed Sedick.
450 Tilly, G. M. Beyts—B. S. N. Co.
1114 Veteran, A. Duncan—Rennie, Scovell & Co.
442 Wadiatool Rahimon, Foster—S. M. S. A. Lutiff.

P. & O. Co.'s STEAMERS.

1300 Emeu, Rennoldson.
1200 Ganges, H. Wilkinson.
1600 Orissa, A. Parish.
1600 Pottinger. (Laid up.)
200 Singapore, G. A. Grainger.
1960 Malta, King.

VESSELS IN KURRACHEE HARBOUR.

For London.
682 Excelsior, Sanderson—J. L. Dunolly & Co.
For Marseilles.
506 Goa, Bourdon—Volkart Brothers.
527 Ocean, Pourquier—S. Tyebjee & Co.
435 P. E. Caillol, Pépion.—Volkart Brothers.
441 Sansonnet, Huere—Volkart Brothers.
For Persian Gulf.
690 Sir J. Duke, Long—Fleming & Co.
For Bombay.
599 Governor Higginson, Craig—Fleming & Co.
Not Fixed.
210 Leading Star, Graham—J. L. Dunolly & Co.
411 Fatteh Curreem, Nacoda.

MILITARY.

BOMBAY.

DEPARTURES.—May 20.

Haywood, Ensign W. W., attached H. M.'s 26th Regiment, to rejoin, to Poona.
Scott, Lieut. W., H. M.'s 12th Regt. N. I., to rejoin, to Surat.
Grant, Lieut. C., 2nd Light Cavalry, to rejoin, to Kulladghee.
Borradaile, Lieut. G. W., 3-18th R. A., to rejoin, to Sholapore.

GARRISON ORDERS.

BY BRIGADIER J. LIDDELL, C. B.

Bombay, Tuesday, 20th May 1862.

The 23rd Regt. N. L. I., the Officer for the Castle Guard.
The 21st Regt. N. I., the Adjutant for the day to-morrow.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Poona, 19th May 1862.

Colonel A. T. Heyland, C. B., H. M.'s 33th Foot, and Colonel G. Malcolm, C. B., Bombay Staff Corps, appointed Brigadier on the Establishment in G. G. O. No. 318 and 328, dated respectively the 12th and 14th instant, are posted, the former to Ahmednuggur, and the latter to Nusseerabad, and directed to join.

Captain W. Creagh, Staff Corps, in addition to his duties of Interpreter to the 72nd Foot, has been appointed from the 8th instant, to act as Interpreter to the 9th Regt. N. I.

Captains N. B. Thoyts and W. Blackeney, of the Staff Corps, are respectively appointed to do general duty, the former at Kurrachee and the latter at Poona.

Lieut. W. Scott, of the 19th Regt. N. I., has been appointed from the 7th instant, to act as Adjutant of the Left Wing of that Regiment, during the indisposition of Brevet Captain Blair.

In that part of G. O. G. No. 532 of the 8th April last, which relates to Captain Farquharson, for vice Keays, *read* vice Fraser.

BENGAL.

Head Quarters, Simla, 6th May 1862.

Assistant Apothecary Jeremiah Sullivan, of the Subordinate Medical Department, having been sentenced by a District Court Martial assembled at Umritsir on the 26th March last, to be reduced four steps in the rank he now holds, the Commander-in-Chief is pleased to direct that the name of Assistant Apothecary Jeremiah Sullivan shall in future stand next below that of Assistant Apothecary John Fitzpatrick, and that the necessary transposition shall be made in the Army List.

Head Quarters, Simla, 10th May 1862.

At a General Court Martial re-assembled at Agra, on the 24th day of April 1862, Lieutenant Edward Henry Philip Glover, of Her Majesty's Bengal Infantry, was arraigned on the following charges :

Charge 1st.—That he, Edward Henry Philip Glover, on the 30th day of November 1861, at Agra, he being then and there an Officer serving in India at a distance of upwards of one hundred and twenty English miles from the Presidency of Fort William, with a gun loaded with gunpowder, and a bullet of hard clay or earth, did feloniously, unlawfully, and maliciously shoot at one Meer Khan, with the intent, then and there and thereby, to do him some grievous bodily harm.

2nd. That he, Edward Henry Philip Glover, on the 30th day of November 1861, at Agra, he being then and there an Officer serving in India at a distance of upwards of one hundred and twenty English miles from the Presidency of Fort William, did make an assault upon one Meer Khan, and him, the said Meer Khan, then and there did beat, hurt, and illtreat.

Finding.—The Court is of opinion that the Prisoner, Lieut. Edward Henry Philip Glover, of Her Majesty's Bengal Infantry, is Not Guilty of the first charge, of which he is accordingly acquitted. Guilty of the second charge.

Sentence.—The Court sentences the Prisoner, Lieutenant Edward Henry Philip Glover, of Her Majesty's Bengal Infantry, to three months' imprisonment.

Chas. S. Reid, Colonel,
President.

Agra, 25th April 1862.

"Confirmed but not Approved."

Hugh Rose, General.

Simla, 2nd May 1862. Commander-in-Chief in India.

Recommendation by the Court.—The Court begs most earnestly to recommend the Prisoner, Lieutenant Edward Henry Philip Glover, of Her Majesty's Bengal Infantry, to the merciful consideration of His Excellency the Commander-in-Chief, on the following grounds :

That although the facts averred in the charges did occur, the Court is of opinion that but little criminality attaches itself to the Prisoner, who, they fully believe, was only guilty of error of judgment, and of boyish folly.

That the Court believes in the sincerity of the Prisoner's expression of penitence and contrition, and feels assured that the severe ordeal already undergone, will remain impressed on his mind, leading him to be more circumspect in future.

Chas. S. Reid, Colonel,
President.

Agra, 25th April 1862.

Remarks by his Excellency the Commander-in-Chief.—The Commander-in-Chief is unable to accede to the recommendation of the Court, the sentence being already too lenient.

It is shown by the evidence, that Lieutenant Glover, in despite of the remonstrances of his servants, and by threats of maltreatment, compelled Meer Khan to sit down covered with a quilt whilst he fired at him. The excuse set up, that this was done merely to ascertain whether a ball of hard dried clay would penetrate the quilt, or be broken against it, cannot be listened to, for it was quite unnecessary, in making such an experiment for his own amusement, to peril the life of a human being. One shot broke ; but the second wounded the servant in the leg, and laid him up for a time. If the shot had struck Meer Khan in the eye or temple, it might have deprived him of sight, or proved fatal. The Commander-in-Chief is quite at a loss to understand how the Court can excuse such a premeditated and selfish outrage on humanity, as a "boyish folly." His Excellency cannot believe that if the act had been committed on any friend or relative of *any member of the Court, they would* have come to the same conclusion.

The Prisoner had some time before been punished by the Magistrate for having discharged a loaded pistol at a policeman ; a fact which renders still more untenable the excuse of "boyish folly."

Brigadier Troup is requested to assemble the President and Members of the Court Martial, read to them the remarks of the Commander-in-Chief, and furnish the President with a Copy of them.

Lieutenant Glover is to be sent to the Fort of Agra, to undergo the imprisonment awarded.

By order of His Excellency the Commander-in-Chief.

E. B. Johnson, Lieut. Colonel,
Offg. Adjutant General of the Army.

BIRTHS, MARRIAGES, & DEATHS.

No notice of a Domestic Occurrence can be inserted unless authenticated by the name and address of the sender.

BOMBAY.

DEATH.

At [illegible], on the 15th instant, [illegible] H. M. [illegible] Regiment [illegible] N. L. I., deeply regretted by his brother officers.

POST OFFICE NOTICE.

OVERLAND MAIL.

THE Overland Mail per P. and O. Company's Steamer "Malta," will be closed on SATURDAY, the 24th instant, at 2 o'clock P. M.

An After-Packet will be kept open on payment of the usual Fee of 8 annas (which must be prepaid by Stamps), until 3 o'clock P. M. No Registered Letters will be received for the After Packet.

Postage.

	Viâ Marseilles.	Viâ Southampton.
Weight under ¼ ounce	Rs. 0 6 0	......
,, ½ ,,	,, 0 8 0	Rs. 0 4 0
,, ¾ ,,	,, 0 14 0	......
,, 1 ,,	,, 1 0 0	0 8 0
,, 2 ,,	,, 2 0 0	,, 1 0 0

CHINA MAIL.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer "Emeu," will be closed on WEDNESDAY, the 28th inst., at 6 o'clock P. M. A Packet for late Letters will be kept open, on payment of the usual fee, until 7 A. M. on the 29th May.

Letters, &c. for Australia will be despatched by this opportunity.

SCINDE MAIL.

The Mails for Kurrachee and Scinde, per Steamer, will be closed 12 hours after the arrival of the next Overland Mail.

LATEST SAFE DATES FOR THE OVERLAND MAILS FROM CALCUTTA TO BOMBAY, DURING THE YEAR 1862.

	16th July.	16th September.	18th Nov.
3rd June.	1st August.	1st October.	3rd Dec.
16th June.	16th August.	18th October.	18th Dec.
1st July.	1st September.	3rd November.	

DATES OF DEPARTURE OF MAILS FOR SUEZ AND CHINA DURING THE YEAR 1862.

To Suez and England		To Galle and China.	
May	24th.	May	29th.
June	12th, 27th.	June	14th, 29th
July	12th, 27th.	July	14th, 29th
August	12th, 27th.	August	14th, 29th
September	12th, 27th.	September	14th, 29th
October	12th, 27th.	October	14th, 29th
November	12th, 27th.	November	14th, 29th
December	12th, 27th.	December	14th, 29th

CALENDAR.—MAY 1862.

New Moon ....Wednesday 28d. 8h. 17.2m. P. M.

Days.	Date.	Sundays, Festivals, &c.	Sun Rises	Sun Sets.	High Water at Bombay. Morn.	High Water at Bombay. Even.	Evening Gun-Fire. Shore Gun.
			h. m.	h. m.	h. m.	h. m.	
Wed.	21		5 25	6 28	5 0	5 43	Date 10th May Time—6h. 58m. 41s.
Thur.	22		5 25	6 28	6 7	7 3	
Fri.	23		5 24	6 29	7 11	8 13	
Sat.	24	Birth of Queen Victoria.	5 24	6 29	8 15	9 8	
Sun.	25	Rogation Sunday.	5 24	6 29	9 10	9 52	
Mon	26		5 24	6 30	9 56	10 30	
Tues.	27		5 24	6 30	10 39	11 6	

CHRONOLOGY OF REMARKABLE EVENTS.

Wednesday, 21st.—Napoleon defeated at Acre, 1799.—Riots at Montreal, 1862.—Lafayette died, 1851.
Thursday, 22nd.—Pope Alexander born, 1688.—Mungo Park's first voyage, 1795.
Friday, 23rd.—Battle of Ramillies, 1706.—Linnæus born, 1707.—A great Fire on the Bombay Green 1823.—Kertch taken, 1855.
Saturday, 24th.—Treaty with Holland, 1783.—Queen Victoria born, 1819.
Sunday, 25th.—Princess Helena Augusta born, 1846.
Monday, 26th.—
Tuesday 27th.—Venerable Bede born, 678, died, 735.—Habeas Corpus Act passed, 1679.—Press emancipated for the first time, 1679.—King of Hanover born, 1819.—General Anson died, 1857.

ELECTRIC TELEGRAPH DEPARTMENT.

Undelivered Messages in the Bombay Government Telegraph Office, on the 20th May 1862.

Purbhoo Bheakaputta.
Naraundass Goopabaldass.
Lt. Sinclair, H. M.'s S. Puntaloon Dockyard.

THE Bombay Gazette

WEDNESDAY, MAY 21, 1862.

LATEST DATES RECEIVED IN BOMBAY.

Aden	May 3	Kurrachee	May 13
Agra	May 15	Lahore	May 10
Allahabad	May 8	London	Apr 18
Australia	Mar 26	Mauritius	Apr 7
Alexandria	Apr 12	Madras	May 15
Bangalore	May 13	Malta	Apr 13
Cochin	May 3	Meerut	May 13
Calcutta	May 12	Oudh	May 14
Cape	Feb 14	Punjaub	Apr 23
Ceylon	May 15	Penang	May 7
Delhi	May 1	Rangoon	Mar 21
France	Apr 5	Suez	Apr 27
Hongkong	Apr 26	Singapore	May 5

THE last public dinner which William Pitt attended was at the Mansion House. His health was proposed as—'the Saviour of his country.' His reply was in substance, that the country had saved herself by her own exertions, and that every other country might do the same by following her example. A day or two before his death, the late Duke of Wellington expressed his admiration of Pitt's reply. Here, then, is the authority of these two great statesmen for the opinion that a country must save herself by her own exertions. If a country is to exert herself for her salvation, she must have liberty to do so; she must have a pervading system of self-government—that is, the Government in its executive and administrative branches must not substitute its action for individual or minor activity, and for self-reliance, on the part of the community. Self-government is the corollary of liberty : it is liberty in action ; and in order to it, there must be a universal conviction throughout the country that Government should do nothing but what it necessarily must do, and which cannot, or ought not, or will not be done by self-action. It has been truly said, that individual liberty consists, in a great measure, in politically acknowledged self-reliance, and self-government is the sanction of self-reliance and self-determination in the various minor and larger circles in which Government acts, and of which it consists. Without local self-government, in other words, self-government consistently carried out and applied to the realities of life, and not remaining a mere general theory, there is no real self-government according to British views and feelings. Self-government is founded on the willingness of the people to take care of their own affairs, and the absence of that disposition which looks to the general Government for everything ; as well as on the willingness in each to let others take care of their own affairs. Liberty consists in a very great measure in protection of individuality. This willingness of the people to take care of their own affairs, and the absence of that disposition which looks to the general Government for everything—this is so in accordance with the instincts of the British race, and so opposed to those of the Indian race, that where the two races meet together under the same Government, real self-government must necessarily be of slow growth and development. Growth and development, however slow it may be, is totally different from no growth and no development ; as different as life and death. We hail the appearance of anything like life in connection with self-government in India. Such an appearance is presented rather vividly by the Legislative Council of Fort St. George in bringing forward on the 6th instant "A Bill for organizing a popular form of Municipal Corporation in lieu of the present Municipal Board for the Town of Madras." The Bill provides for three Wards, corresponding with the three Magisterial Districts of the town : each Ward to be represented by four Members in the Municipal Council. Proprietors of land or houses of the monthly value of Rupees 50 situated within the Ward ; tenants of lands or houses situated within the Wards, who pay a monthly rent of not less than Rs. 100 ; and residents within the Ward possessing at least a money income of Rupees 250 a month, will be eligible to be returned as members of the Council. A roll of persons eligible for election will be kept by a registration officer, and published yearly in the *Gazette* after revision. For the first three years, the members for each Ward will be selected by Government from the rolls of qualified persons : after the expiration of three years the members will be elected for each Ward by the constituency of the Ward. The constituency will consist of proprietors of lands or houses of the monthly value of Rupees 10 situated within the Ward, of tenants of lands or houses situated within the Ward who pay a monthly rent of not less than Rupees 20, and of residents within the Ward possessing at least a money income of Rupees 50 a month. Each member of the constituency will be entitled to vote only for one person to the Council, and the four having the largest number of votes will be considered as elected. Persons qualified in all the Wards will have a vote in all. Government will nominate two Official Members in addition to the twelve representative Members. Government will for the first three years appoint one of the representative Members to hold the office and title of Mayor,—all the other Members holding the office and title of Aldermen. After the three years, a new Mayor will be elected annually by the Aldermen among themselves. The Executive Officers of the Corporation will be, one Town Clerk, one Engineer, and one Health Officer, with their official establishments. These Officers will in the first instance be appointed by Government, and will be paid. The Municipal body will be a Corporation, with the privileges and liabilities thereof. All powers exercised by the present Board of Commissioners under the Acts now in force will be transferred to the Municipal Corporation. The Mayor and Aldermen will be Justices of the Peace and Honorary Magistrates. The Corporation will have the power to frame Bye-Laws, with the approval of Government, on the following matters :—

1. Regarding the mode of making elections, publishing list of persons qualified to elect and to be elected.

2. For settling the order of rotation of retiring Aldermen.

3. Regarding the mode of convening meetings of the Municipal Council.

The Hon'ble V. Sadagopah Charloo, who introduced the Bill, oberves in his statement of Objects and Reasons :—

It is impossible that Government amidst its varied important functions can devote that time and attention towards the improvement of the Town which will be at the disposal of men or a body of men possessing wealth, independence and leisure. In principle also the inhabitants of a Town should, wherever it is possible, be entrusted with the management of their own affairs, and if any part of this Presidency is fitted for self-government, it is the Capital. With many of its Citizens I think that the time has arrived when they ought to be called on to provide for their own wants.

Various schemes have been suggested for popularising the Municipal body. But the one proposed by the Sanitary Reform Committee appears to be best calculated to fulfil the objects in view, I have therefore adopted it as the basis of the measure now brought forward, altering it however in several important particulars which appear in the Bill. Its general scope cannot be better described than in the words of the Committee which are given below :—

"It will be seen that for the first three years it is proposed that Madras shall have the semblance, but not the full reality, of a representative institution. All the members of the Corporation are, during that period, to be appointed by Government, by which arrangement the machine will be organized and set to work, without the excitement and risk of a popular election. Considering the heterogenous character of the materials from which an elective body must here be formed, considering also in the experience of the public in all matters connected with the exercise of a Municipal franchise, and the working and objects of a Municipal body,—it has been thought prudent to place, for a limited period, all the nominations in the hands of Government. This course will tend to give confidence to the Government in conceding chartered privileges, and will secure a careful and deliberate selection of nominees at the critical time of bringing the Corporation into existence. After the expiration of the three years, the representatives instead of being nominated, will be elected, as vacancies occur, by a constituency ; the Members of which will have had, in the interim, the advantage of watching the experiment, and thus learning the nature of the public duty they have to perform. They will have seen what the Corporation had to do, and what it has done, and they will have noted, with approval or otherwise, the conduct of its several Members. They may then be presumed to exercise the franchise with discrimination and a sense of the duty they owe to themselves and their fellow-townsmen. It is hoped that the conservative character of this scheme will recommend it both to the Government and the public, especially when it is considered that were the elective principal adopted from the first, and the elections from any cause whatever, to be held public opinion as a failure, the whole project would run great risk of shipwreck."

The Members of the Corporation being wholly unpaid for their services, it has been considered right that their offices should be so designated as to make them a mark of distinction. The Committee have thought that no names can be more fitting than the familiar and time-honored styles of Mayor, Alderman, and Councillor.

This is an excellent Bill, an excellent step in the right direction. It is a significant and suggestive fact, that it should have originated with a Native Member of the Legislative Council. We wonder that in each of the Local Councils the instincts of the British Members do not prompt them to bring forward such a Bill. The Bill provides for institutional self-government in Madras—that without which the Briton almost loses his British nature ; for he must have that self-government which is at once *self*-government and self-*government*. Let us have it in the Presidency Towns of India, the great centres of influence. It will train the mind and nourish the character of the people for a dependence upon law, and a habit of liberty, as well as of a law-abiding acknowledgment of authority. It will educate for freedom. It will cultivate civil dignity in all the partakers, and teach to respect the rights of others. This is its gentlemanly character. We wish that Bombay had taken the lead in this movement. Let us not be slow to follow.

INTELLIGENCE.

LATEST.

(By Electric Telegraph.)

Galle, 20*th May*, 10-20 A. M.

H. I. M. steamer *Rhone* just anchored from Hongkong.

LOCAL.

Programme of Music to be played by the Band of H. E. the Governor, on the Esplanade, this Evening :—

March ....
Overture.—(Op) ... "William Tell" ...... *Rossini.*
Waltz .... "Immortellen" ...... *Gung'l.*
Selection.—(Op) ... "Don Pasqualle." ... *Donizetti.*
Intro : ed Aria ... "Die Grossfurstin" .. *Flotow.*
Quadrilles .... "Militaire" .... *Strauss.*
Galop .... "Le Postillon" ...... *Zebil.*

THE following paragraph appeared yesterday in the local columns of our daily contemporary :—

"Suicide.—The body of David Harrington, son of Mr. Harrington, Sexton of the Cathedral, was found yesterday floating in the Dhobie Talao. His shirt, collar, trowsers, and other articles of clothing were found lying on the border of the tank, and it was after some dragging that the body was discovered. Harrington had attempted to commit suicide some time ago, and on his neck were found three marks where a knife had been drawn across. The unfortunate deceased seemed to have been reduced to an abject state of poverty."

As the concluding portion of the above paragraph seems to reflect on the highly respectable and much esteemed father of the unfortunate young man whose untimely end it records, we have been requested to state that Joseph (not David) Harrington was much addicted for some years past to habits of intemperance, and notwithstanding the endeavours made by his relations and friends to reclaim him, he went on from bad to worse, till he became a confirmed drunkard. He used to be frequently absent at sea for lengthened periods, and latterly obtained temporary employment as a Medical man on vessels conveying coolies to the Mauritius, having been an Assistant Apothecary in the Medical Department from which he was discharged for intemperance. When on shore in Bombay he always found a home in the house of his aged father, to whom he was a source of much trouble and anxiety, and who did all in his power to reclaim his erring son, but without success. He would only stay in his father's house till his most pressing wants were supplied, when he would again leave and after a time return worse than before. Latterly he had fits of despondency, and in one of these doubtless he put an end to his miserable existence. His sad and untimely death has plunged his afflicted parent in deep distress.

COLLISION BETWEEN THE "ORISSA" AND THE "LIGHTNING."

THE P. and O. Co.'s steamer *Orissa*, Captain Parish, which arrived here the day before yesterday from Hongkong with the China Mail, in charge of Commander Forsyth, R. N., had a collision with the merchant steamer *Lightning* from Bombay, soon after leaving Singapore. The *Orissa* left Singapore at about 5 P. M. on the 5th instant. At about 9 P. M. she saw the light of a steamer a little on the starboard bow, her helm was at once put to port. Finding the strange vessel still continuing her course, the helm was put hard a-port. In a few minutes the *Lightning*, for she was the vessel, was on the *Orissa's* port bow, and almost instantly she put her helm a-starboard, and run into the *Orissa* amidships on her port side, smashing away her life-boats and carrying away deck-houses, and upwards of fifty feet of her bulwarks, besides doing other considerable damage of a minor character. The *Orissa* immediately sent a boat to the *Lightning* to ascertain the damage, and was informed that she merely carried away headrails, jibboom, etc and was making no water. During the whole of this time the *Orissa* continued her full speed, until immediately after the collision. On the 7th inst., while at Penang, depositions were taken before the Marine Magistrate of that Port, and a survey held on the damages the *Orissa* had sustained. The depositions tended to prove that the *Lightning* was in the wrong, and it was advised that she should put her helm a-port agreeably to the regulations of H. M.'s Board of Trade.

CORONER'S INQUESTS.

Found Drowned.—An inquest was held on Monday last at Dhobie Talao, on view of the body of Joseph Charles Harrington, son of Mr. Harrington, Sexton of the Cathedral.

Edward Harrington deposed.—I am a clerk in the Controller's Office, Fort, and live at the Cathedral. The deceased was my brother, he was thirty-three years old. On Saturday last between the hours of ten and eleven, the deceased came to the Cathedral in a state of intoxication, when the Cathedral sepoys, in conjunction with Mr. Harrington's servants, sent him away, and the Police was sent for, but by the time they came up, the deceased had gone away.

Nicholas Thompson deposed.—I am a seaman and live near the Buffaloe Tank. Yesterday morning at about half-past five o'clock I observed some clothes lying on the window. I then went to the Chowkey and wanted the Police sepoy to come and take away the clothes. I could not make him understand, so I went and reported the circumstance to Constable Bell who told me to keep the clothes till he came down. At about seven o'clock Mr. Bell came here and ordered drags to be put in, but the deceased could not be found. This morning about six o'clock I observed several people gathered round the tank, and saw the deceased floating on the surface of the water. There are 10 feet and 8 inches of water in the tank.

Verdict :—"Found drowned in the Buffaloe Tank."

Accidentally Drowned.—Another inquest was held the same day at Byculla, on view of the body of Suttoor Peters.

Lucas Suttoor deposed.—I am a school-boy and live at Byculla. The deceased was a friend of mine. He came to see me to-day. He asked me to bathe with him in the tank. We stripped and went into the water, and swam. He was behind me, I was in front. I heard some one call out that Suttoor was drowning. I looked back and saw the deceased sinking, and I came out of the tank myself. Some natives went into the water and brought out the body of the deceased, cold and lifeless. The deceased was a petty merchant trading here.

Samuel Goddard deposed.—About half-past twelve to-day I was lying reading on a couch in my room in the compound at Byculla House, when some one came and told me that a man was drowning in the tank at the edge of the compound. I immediately went to the spot, and when I got near the tank, the body of the deceased had been recovered by some natives. He was taken into my room, and I with the assistance of others used every exertion to resuscitate him.

Verdict :—"Accidentally drowned."

BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.

Tuesday, 20th May 1862.

(Before W. Crawford, Esq.)

Charges of Assault and Counter-Charges.—*Mr. T. R. Lowe* was charged with assaulting Henry Beecher.

Mr. Acland appeared on behalf of Mr. Lowe.

Henry Beecher, seaman of the American ship *Challenge*. On Friday last, in the house where the Old Sailor's Home used to be, the defendant came in and making use of an offensive epithet attempted to take something out of my pocked but did not succeed. He then struck me with a stick on the forehead, others likewise struck me several times. I was afterwards sent to the Hospital.

Cross-examined by Mr. Acland.—I do not belong to the *Challenge* now. I have signed articles for another ship, the *Maid of the Seas*. The defendant advanced me 24 Rs. on an advance note. I went on board the ship and stopped therefor six days when I was sent on shore. I afterwards met the defendant at Dhobie Talao when he said that I should go on board. I struck and bit him in my own defence. I did not attempt to "gouge" his eye out, my fingers might have gone into his eye. The defendant tried to strangle me first. His companion first struck me with a stick, and I was afterwards struck by the defendant himself, with a short stick.

Mr. Acland said that His Worship would see that what the complainant had said was incorrect. The fact was that the defendant had advanced him money on an advance note, and hearing that he was not going to sea, and seeing him he endeavoured to persuade him to go on board his ship. There was no assault committed by the defendant, he had no stick. The complainant had bit Mr. Lowe who did not do anything until then, what he did afterwards was only in his own defence.

Another Charge.—*Henry Beecher* and another seaman were charged with assaulting Mr. Lowe.

Mr. Lowe said,—I obtained a licence for my house a short time ago from the Chief Commissioner of Police. I know the defendants, and made an advance to Beecher after he had signed articles to ship in the *Maid of the Seas*. I saw the two defendants on shore on the 13th instant, and told Beecher that he should go on board, and if he did not like that ship I would get him another ship. He refused to go or to return me the money I had advanced to him on the note. I saw Beecher again on the 14th instant when I tried to coax him to go on board, he refused to go. He then bit me on the leg and tried to "gouge" my eye out. The other defendant took a stick away from the Constable and kicked me, they then both rolled me down on the ground and Beecher took my watch and chain and handed it to the other defendant. They then ran away. On the 16th I saw Beecher near Dhobie Talao, when I asked him to go on board he said that he would not. He then grabbed hold of me and bit me on the arm (shows the mark) I was obliged to bump his head on the ground before I could make him let me go. I did not strike him on the head with a stick.

Cross-examined by the defendant.—I admit I did take hold of Beecher by the collar.

Mr. Lowe, Police Constable.—I know the defendants at the bar. I saw them at Dhobie Talao on the 16th instant. I saw Mr. Lowe, the complainant, go up to Beecher and ask him to go on board his ship : when I put my hand on his shoulder and tried to persuade him to go on board. The complainant likewise put his hand on Beecher when a general row commenced, in which all the loafers and blackguards in the neighbourhood took part. I was prevented from interfering by the crowd keeping me back. What the complainant did was done in a friendly manner, he used no violence. I heard the complainant say that they had taken his watch. I advised the complainant to send for Mr. Bell the constable, as it was in his section.

Isaac Simpson examined for the defendants.—I am a seaman. On the day in question Mr. Lowe, the complainant, came into the house and asked Beecher to go on board the ship that he had procured for him when a fight commenced between them. I do not know who commenced it.

Dirty Affair.—*Mr. J. R. Lowe* and *Mr. J. Bussle* were charged with assaulting *Henry Beecher*.

Beecher said, on the 16th instant I was sitting at the Old Sailor's Home, when Mr. Lowe came up and said that he was bound to take me dead or alive. I was then struck with a stick and thrown down on the floor. I tried to make my escape by wrestling as much as I could, as I was repeatedly struck by him and his companions. They endeavoured to get me into a buggy and as they did not succeed, I was again thrown down and the defendant Lowe knelt on my stomach. The other defendant struck me on the back of my head several times.

Cross-examined by Mr. Acland.—The second defendant struck me on the forehead with a stick. I was then struck by Mr. Lowe, and was struck a third time by some person whom I do not know. I don't know whether I bit him then or not.

A Police Havildar stated on the day in question he saw Mr. Lowe catch hold of the complainant by the hair and pulled him off the bench on which he was sitting. Complainant struggled to get up when the second defendant struck him. Mr. Lowe took a whip from the other defendant's hand and struck the complainant with the butt end of it. The complainant began to bleed profusely from the wound. The complainant then went away and Mr. Lowe followed him and bit him, and afterwards endeavoured to tie his hands together. I then told Mr. Lowe that he had no right to tie his hands.

Cross-examined by Mr. Acland.—During this time the plaintiff was struggling to get up. I did not see him bite Mr. Lowe. There was no other Policeman present. Mr. Bell told me when I took the plaintiff to him, that I was to come here when the case was called. When Mr. Lowe pulled him on the ground the other defendant and another man then fell upon him and they struggled together on the ground. The complainant was in such a confused state that he cried out like a beast. I did not take them into custody as I was only one and a native, and there were three of them.

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To the Magistrate.—Mr. Lowe was formerly in my section, but is not there now. I do not know anything about him since he has got his licence.

Some other witnesses were examined, but nothing fresh was elicited from their evidence.

The further hearing of the three cases were then adjourned till Thursday next.

MARINE COURT OF ENQUIRY.

(Tuesday, 20th May 1862.)

(BEFORE W. CRAWFORD, ESQ., CHAIRMAN, AND CAPTAIN BARKER, MASTER ATTENDANT.)

THE Court met at two o'clock, when the Chairman read the order of the Government forming the Court, for the purpose of investigating in the circumstances attending the loss of the ship *Beechworth*.

Mr. Bayley, instructed by Mr. Leathes, appeared on behalf of the Captain of the *Beechworth*.

John Wilson Comey said, I am a pilot of the third class, and reside in the Fort. The following report I sent a copy of into Government through the Master Attendant. (The copy was here handed in and read.) I went on board the *Beechworth* about six o'clock on the morning of the 12th instant. I have been in the pilot service more than four years, and am now acting second class pilot. When I went on board the ship she had a clear hawse, but owing to having to pick up the wrong anchor we were longer unmooring than we should have been. Immediately on going on board we commenced to unmoor. It took us about three hours and a half to pick up our first anchor. It was flood-tide and we had to pick up the flood anchor first. We got under weigh about half-past one that afternoon. It was high water at 10 o'clock that evening. When we lifted the second anchor the wind was westerly and we were riding to the ebbtide. The Captain did not come on board until about half-past five in the evening. I was clear of the shipping and below the middle ground at three o'clock, and waiting for the Captain to come on board. The wind was about west when the Captain came on board. I did not note bearings till the Captain came on board. I asked him if he wished to go to sea that night. He replied that he left it entirely to me; and asked me if I thought that I could get out. I rejoined that I did not know, but that I would try. When the Captain came on board we were under topsails jib and spanker and where close hauled on the starboard tack. I kept on the same tack till the vessel anchored, we were heading south-west by south. We had the lead going all the time after the Captain came on board. The vessel was going at the rate of about three or four knots, and sometimes more. I attempted to tack the ship in seven fathoms mud. When the vessel missed stays, she got sternways, the lead constantly going. Getting a half caste ahead and shoaling induced me to let go the anchor. When the anchor was let go we were in five fathoms of water and on a hard bottom. I went forward and ordered the chief mate to go into the chains and to report to me accurately the depth of water. He returned in five minutes and reported a quarter less five. I did not attempt to sound round the ship after she had anchored, as I did not consider that the ship was in danger. We anchored at about eight o'clock. After having anchored took in all sail, except the topsails, and sent the crew to rest, except an officer and one man in the chains. The ship's head was about south-west by west after we had anchored, and the wind moderate from the west. There were no up and down marks visible for clearing the shoal at night time. On the ebbtide making at half-past ten I attempted to weigh again; but could not succeed, as the ship sheered about a good deal, the wind laying aft. We had a difficulty in heaving in chain, we lost considerable time in shifting the men from the windlass to the braces. The second mate was attending the chains, and when he reported that the tide had run out to four and a quarter fathoms, I ordered the chain to be bouyed and slipped in order to save the vessel. It was then that I supposed the vessel to be in danger. We then endeavoured to get the chain unshackled, we pinched it in, this was about half past eleven o'clock. The vessel took the ground about half-past twelve. During this interval we were trying to get the chain unshackled. Her head was about north-east by east when she took the ground. She took the ground forward. On the vessel taking ground we got out our boats and prepared the anchor and hawser, we then sounded pumps and found fourteen feet of water in the hold. When we found that the ship was aground we fired a nine pounder cannon with a pound of powder and burnt seven rockets, to make known our perilous position. The report of a gun might have been heard two miles to windward. The rockets used were half pound signal rockets. The Captain on finding that the signals were not attended to, lowered the gig and sent the second officer to the consignees on shore. I had no means myself of communicating with the shore, but I advised the Captain to send on shore, I suggested to the Captain the propriety of doing so. That was the only steps I took as I had no means, I had no boat; and would not communicate with the authorities on shore, further than what I suggested to the master. She commenced to make water in about half an hour after she grounded, we sounded the pumps and found fourteen feet of water in the hold. I account for the vessel making water so rapidly by the nature of the bottom which is hard, jagged, and sharp. The vessel heeled over about six degrees. On joining the pilot service I was furnished with a printed copy of the rules and regulations, which I now hand in. It is doubtful whether I have complied with the orders in letting the vessel keep under weigh after dark. (The eighth para. of the pilot instructions was then read) I think that I did not comply with the spirit of the regulation. The marks were visible for clearing the shoal to the southward and northward but not to the westward. I trusted to the lead for clearing to the westward. I attribute the vessel missing stays to eddy tides and their proximity to the margin of shoals. An ordinary lead was used on the occasion, I did not ascertain personally that the lead line was marked correct but ascertained that it was so from the mate. From the time of my taking charge until the vessel grounded I received every assistance that I could expect from the officers of the ship and the crew. I quitted the ship at two o'clock in the afternoon of the following day. I left by the orders of the Master Attendant, which message was delivered verbally to me by Mr. Corke. There was a little swell on when she took the ground. The ground was very unequal round the vessel, the least depth of water being eighteen feet and the greatest twenty-four. Supposing that the signals that we made had been seen, I am of opinion that nothing could have been done towards saving the vessel. When I took pilotage charge of the vessel her draught of water was 20 ft. 2 in. aft and 19ft. 10 in. forward.

Cross-examined by Mr. Bayley.—The length of the reef on the Caranja Shoal is about four and a half miles long, by one and a half broad. Caranja Island was indistinctly visible as there is always a haze on that land. I had entire charge of the vessel from the time of going on board until I gave it up. Supposing that vessels went out at night there would be in my opinion sufficient pilots to do the work under ordinary circumstances. I have my doubt as to the meaning of leading marks in the eighth paragraph of the pilot regulations. On this night we would only see the light for the purposes of observation. No part of the Caranja Shoal on the western side is above water. The Captain did not make any remark that we were going near the shoal. I swear that he did not make any such remark. The soundings in that particular part do decrease more regularly than in any part of Bombay harbour. When I said that I would get out of the harbour if I could, I meant that if the wind and tide served I thought that I could work the ship out safely. It is quite unusual to go without a boat, my doing so happened entirely from accidental causes. The position of the ship was marked out by myself and the Captain when we anchored. So far as I am aware the chart is correct in respect to this matter. The chart was published by authority of the Admiralty in 1858. That position was found to be incorrect when we examined the chart the next day from the local attraction of the ship. The local attraction varies in different ships. The calculation could not have been incorrect as we all made it the same, and the inaccuracy must have been caused by the cause stated. It would be high tide at the spot where the vessel now lies at a quarter to eleven o'clock. She was a fine vessel and her tonnage was 1220 tons; she was handy for her size and build for staying. Commenced at about half-past ten to get the anchor up. It would not have been prudent or proper to commence heaving the chains before high water. It was the same anchor that we got up before leaving her other moorings, and was in good working order. We slipped the anchors at half-past ten and while we stayed there the water was receding. I calculated that I should have been able to have got the anchor up in half an hour. From observations that I had made I did not consider that the vessel was in danger. The windlass was a very slow one. We were heaving up the anchor, but from the slow progress made came to the determination to slip the chain. I am now satisfied that I did go farther to the eastward, seeing what has occurred, than I should have done. I have often gone up as far as that before at night-time without seeing land-marks. We trust to the lead standing on that shore. Vessels coming in or going out of Bombay harbour would not stand near that reef except for the purpose of tacking. The breadth of the channel at that spot is one mile and six tenths of a mile.

Mr. William George Corke.—I am Second Assistant Master Attendant. On Tuesday morning the 13th instant, about five o'clock, I saw the *Beechworth* on shore at the S. W. end of Caranja Shoal. A few minutes afterward Mr. Farrell and Mr. Forman called at my place and asked me if I knew where the *Beechworth* was; and asked me which was the best way to get a steamer. I referred them to Captain Young. I then proceeded to the Apollo Bunder for the purpose of going on board of the vessel to ascertain her position. I met Captain Dixon and went on board forthwith. On arriving there I found the ship aground drawing ten feet water forward, and twenty-three feet aft. I then took bearings of the vessel and found Gull Island S. E., Tull Knob S., the light-house W. S., and Butcher Island S. E., inner light vessel W. half N. Sounded immediately around the vessel and found aft 21 feet, mizen rigging 21, midships 26 feet, fore rigging 24 feet, cutwater 32 feet, tide three quarter flood. I asked Mr. Comey what water he had round the ship at low water. He said ten feet forward and twenty-four feet aft. I then came on shore and brought Mr. Comey with me. I then requested Mr. Comey to send in a written statement to the Master Attendant. I first heard of the 13th *Beechworth* being aground on the morning of the 13th at five o'clock. I have been attached to the Pilot Department of Bombay since 1841. Under all the circumstances, I consider that he could have taken her out that night as well as by day. I got on board the ship at five minutes to eight on the morning of the 13th. The ship's head was about N. E. She swung on Thursday night at about half-past ten. There was 17 feet of water in the hold when I went on board. The ship showed great signs of straining and was sheep shanked on the starboard side, and was doubled up for'ard. The upper decks had risen about 18 inches. The weather was light with a slight ground swell. I account for her making so much water by her grounding on the heavy rocky bottom, and the dead weight of the vessel and cargo. I have never known a similar instance of a vessel grounding and filling so rapidly. I have been on board altogether five times, that is including the first visit. On the first visit I found the water washing over her upper decks. The vessel has sunk at midships, and the result of my last visit is that she is a total wreck. She is laden with cotton, seed, and jute.

The Court then adjourned at a quarter past five o'clock until two P. M. this day, Wednesday.

INDIAN.

NEWS LETTERS.

LAHORE 12*th May* 1862.

WITH the commencement of the present month the arrangement has been introduced to keep some of the Government and other offices open from 6 to 12 when the labours of the day terminate, whereas others are open from 10 to 4 as during the cold season. On the whole the innovation is not very favourably regarded, and it is especially inconvenient to have two sets of hours in the different offices, as it is most difficult to remember what offices shut early and what shut late. The Secretariat, the Commissioner's Office, the Agra Bank, and various other offices close at noon, while the Accountant General's, the Public Works Office, the Small Cause Court, and many other offices are open from 10 till 4.

The Cabul correspondence of the *Delhi Gazette* has attracted a good deal of attention throughout India, but there is reason to believe that the information communicated by the *Lahore Chronicle* is much more reliable and authentic. The following is the *Chronicle's* account of the present posture of affairs :—

"By last advices, the Ameer had left his capital and was expected to reach Ghuznee on his way to Candahar on the 28th ultimo, and purposed halting there until joined by the Heir Apparent, who had remained behind at Cabul to expedite the departure of the troops, and see the last of them start for the field of operations. Intelligence had been received that the garrison of Taborah was still holding out: that the Wallee of Herat was still at Furrah : and Akra Khan on the Kashrood. The Jamshadees have taken leave and gone to their homes. The Wallee had invited the Turcomans to aid him, but they required such extravagant conditions that he was hesitating whether to accede, though in making them, the Turcomans probably calculated upon his having no option in the matter as he was, they imagined, otherwise unable to enlist allies in his cause. There has been no communication between the Wallee and the Governor of Meshed since the advance on Furrah. The Sirdars (the Sons, we suppose of the Ameer,) were at Ghiriskh.

"If it be true that the Heratees have asked aid from the Turcomans, it is a convincing proof they are not backed up by the Persians, as the two people are at deadly feud and invariably espouse opposite sides in all quarrels. Upon the whole, the intelligence may be regarded as favourable to the Ameer Dost Mahomed, who will soon be 'down' upon Sooltan Ahmed Khan, whose only chance of success was in making a dash upon his uncle and father-in-law, an opportunity which he has now lost by his dilatory proceedings."

The *Chronicle* has another able article on iron-clad ships, by which it appears that the last telegram from England has confirmed a prediction made by the *Chronicle* in a previous number, namely, that the iron-clad ships would be found penetrable by shot if efficient guns were used in attacking them. The *Chronicle* now predicts that guns which shall be made of wrought iron *cast in a mould* will now be speedily introduced for purposes of warfare, and the mode of constructing such guns it points out in detail. It is to be hoped that our military authorities will give their attention to the subject.

The temperature here still remains cool and pleasant. The horse dawk to Ferozepore has now been established, and much traffic is anticipated on that line of road which is 50 miles in length, so soon as the steamers ascend from Kurrachee to Ferozepore as they are now soon expected to do. The plying of these vessels, it is understood, has been delayed somewhat by their detention at Kurrachee to bring up the Commissariat, only one of the ships conveying which has yet arrived in Kurrachee from England ; and the Commander-in-Chief has therefore issued an order reducing the allowance of beer to each soldier from a quart to a pint daily until additional supplies can be brought up.

Our worthy Lieutenant-Governor is at Murree, where no doubt he can watch more readily the state of affairs in Affghanistan and Herat. Major Farrington, late Commissioner at Umritsur, has been deputed on special service to Cashmere. Mr. Cust, now acting as Judical Commissioner, goes back to his former post of Commissioner, at Umritsur, and Mr. Roberts, now on his way from England, will resume his former office of Judicial Commissioner on his arrival.

The proposal of uniting Scinde with the Punjaub is now beginning to excite some attention here. The incorporation has been for some time past agitated in Kurrachee, where it is urgently desired. But Scinde is so barren and unprofitable a province that the authorities here have not manifested heretofore any willingness to assume the government of it. Its position, however, as the sea-ward part of the valley of the Indus and the necessity in any comprehensive scheme of irrigation of making the plan to embrace both districts are gradually dissolving this reluctance, and indeed I believe that the arrangement would be advantageous to Bombay as well as to Kurrachee. At present the Punjaub receives most of its supplies from Calcutta, and it is wonderful to see how small are the commercial relations between this district and Kurrachee. The incorporation of Scinde with the Punjaub, would go far to alter this state of things ; and for Kurrachee Bombay is the natural source of supply, as in itself Kurrachee has no stocks of anything. Calcutta might suffer from the incorporation; but Bombay would no doubt be considerably benefitted.

The bad quality of the water in the wells at Lahore is alleged by medical authorities to be a prevailing cause of any illness which manifests itself at this station. After the sad mortality from cholera which occurred last season among the troops at Mean Meer—four miles from Lahore, and at one time a part of the city—a medical committee was appointed to investigate the causes, and the badness of the water was one of the causes assigned. The truth is, the whole of the ground around Lahore is saturated with saltpetre—the index of a large population existing in ancient times; and the water in the wells is impregnated also with this salt, especially if much water is not drawn from them. In the case of wells, however, which are much used the water is comparatively pure, as the infiltration from the river gradually washes the saltpetre out of the earth intervening between the river and the wells, and the water from such wells is quite wholesome. In the case of the sickness at Mean Meer there is every reason to believe that the principal cause was the pollution of the water caused by the infiltration from some cess-pools which had not been emptied for years. The orders given by Sir Hugh Rose respecting the measures to be adopted relative to the troops should cholera break out among them are vigorous and efficient, and we may trust that no panic such as prevailed at Mean Meer will again arise since commanding officers have such clear and excellent rules for their guidance.

The Lahore correspondent of one of your contemporaries at Bombay refers to what he considers, the giant and unhealthy attempt at the introduction of various schemes of transport; and he enumerates another project which he calls the Punjaub Inland Navigation Company, has having been added to the list. There is, however, no such Company. The Government flotilla which has heretofore been plying on the Indus between Kurrachee and Mooltan having been broken up four of their steamers have been handed to the railway flotilla company to ply between Kotree and Mooltan—their own vessels having failed : while others of them have been handed over to the Punjaub Government, and are to be employed in running between Wittun Kote and Kalabagh on the Upper Indus. The Oriental Inland Steam Company's vessels which have heretofore run between Kurrachee and Mooltan have now extended their navigation to Ferozepore. There are only the same number of vessels therefore now on the river which existed previously. But their distribution is different ; and the changes which have been made will, it is believed, be advantageous to this district as well as to the persons by whom these measures of improvement have been carried out.

BRITISH, COLONIAL, AND FOREIGN.

WE select the following items of Australian news from the *Sydney Herald* of March 21st :—

The Bombay, P. and O. Co.'s steamer, left Galle on the 25th of January with the English December mail, but she has not since been heard of. The probability seems to be that she was caught in the terrific storms which visited the Eastern Seas in the early part of January, and that, disabled, she may have gone on to the Mauritius.

The first shipment of Fiji cotton was sent home by Messrs. George A. Lloyd and Co., in the Damascus, last voyage, and the mail just arrived has brought the account sales from the Cotton Supply Association, shewing that the first bale realised 11½d. per lb. ; the second, 12¼d. ; and the third, 13d. This cotton was shipped in its natural state, and a charge is made of 25s. for ginning in. If such prices can be obtained for Australian cotton, the producers will have reason to congratulate themselves on having embarked in so successful an undertaking.

A CORRESPONDENT writes us from Malacca :—The convicts employed at the Cape Rachoda Lighthouse works had a meeting on Sunday night or Monday morning, and twenty out of them rose in rebellion and carried all before them killing a convict kindal and cutting and wounding 4 or 5 officers. Mr. Deas, the Superintendent of the works, had a narrow escape and fled away. The rioters after plundering the effects of Mr. Deas and other convicts made for the interior.

Mr. Deas came on to Malacca with those of the convicts who remained faithful to him, and reported the case to the Resident Councillor, who at once left in the *Tonze* for the scene of the disturbance, and found 21 of the convicts absconded. He afterwards proceeded to Deckut and arrested 3 men ; the others are still missing. Orders have been sent round to all the Malay chiefs to apprehend the convicts wherever discovered. Mr. Deas and the convicts who came with him are still here ; the Police Magistrate and Captain Playfair, have given them every assistance, furnishing them with clothes, &c. of which they were thoroughly destitute.—*Straits Times.*

WITH reference to the Gas Company alluded to in our yesterday's issue, we are informed that the following lights to burn through the night all the year round have been promised to the Company :—

Government	223	Lights.
Municipal Commissioners	150	do.
Police	26	do.
	399	Lights.

The capital proposed is £50,000 with power to increase ; and £ 5,000 worth of the shares are to be reserved for Singapore.—*Id.*

THE crew of the Swedish brig *Balder*, were brought up before the Sitting Magistrate yesterday, (the Consul representing that nation, being also in attendance) charged by the Captain with disobedience of orders in refusing to work on a Sunday. The men contended, that it was illegal on the part of the Captain to order them to work on that day while the ship was in harbour ; and that the laws of Sweden protected them from this. The Magistrate said, they were bound to obey the Captain and to work on a Sunday as well as on any other day, if he (the Captain) saw fit for them to do so ; that they could put the law in force on returning to their country, and that they must in the meantime return to duty. On their refusing to do this, the Magistrate ordered them to the lockup, and to be sent on board when the vessel was ready for sailing.—*Id.*

INDIAN PRESS.

THE MEMORY OF PRINCE ALBERT.

(From the Hurkaru, May 10.)

IT must be a cause of the deepest regret to every right-thinking, loyal subject of the British Crown, that any, even the smallest cloud should lower over the proceedings which are to commemorate the virtues, goodness, talents, and accomplishments of him who was so eminently its support and guide. Duty commands us, and love and honor lead us, to shower all our blessings on the Queen, and attribute all the glory and prosperity we possess to her ; but it is no disparagement to her gracious Majesty when we say, that irrespective of her constitutional advisers, there was *one* besides worth all the rest to her. This being so, to whom, then, if good be done, is gratitude most due ? If a nation has been blessed, from whence has the blessing sprung ? If a higher and purer taste in art and science in life has grown up in the people's minds, is it not natural to ask who sowed the seed, who nurtured it to life, to strength, to a beauty which is rather felt than seen, though permeating everywhere ? If a nation has been raised in the scale of morals by the examples set before it by those whom all the world might see, is it not right that such examples should be cherished by some substantial form,—a form which should speak when the human image had ceased to breathe, and tell to children yet unborn how a good man lived, and how his merits were remembered by a people's gratitude :—a form which for ages yet to come should "point a moral and adorn a tale," telling every man with Stentor voice to "go and follow in his steps"? Is it nothing to remodel the impure to purity ? Is it nought to hold the "mirror up to nature" and depict the brightest pictures there, encouraging, helping, leading a people on its way from the good, the better, to the *best* ? Unostentatious in the extreme, yet Albert the Prince did this, never obtruding to gain a breath of popular applause, yet "Albert the Good" never forgot his duty as a husband, a father,—as a man, and as a citizen. And thus it is we seek to raise a monument to the honor of him in death who honored us and all mankind so much in life. But love and grief are alike capricious. Various are the ways we seek to prove the one and show the other. But in the present case both feelings were combined, and hence a difficulty rose. There was but little in common as to *how* the memory should be perpetuated. The nation was at fault. Statues were not in favour, and of institutions we were thought to have enough. And at this epoch of the proceedings the Queen expressed her sentiments, and a gigantic obelisk,—emblem of beauty, strength, and constancy,—was understood to be the form which this national monument should take. But here fresh difficulties arose. One mass of stone sufficiently grand, without blemish and without flaw, was hard to get, and when discovered, it was found that the money subscribed for this *one* object was insufficient for the end. It must be remembered that the contributors of the *whole* country are not to be devoted to this one purpose. Each subscribing town is anxious to have its own memorial, and hence the obstacle to be removed. And at this stage of the proceedings, we are led to ask, 'What has India done to show her loyalty by this mark of respect to the illustrious living and the glorious dead ? We should be glad to know. Surely lip service of expressions of respect, are not *all* the offerings such men, as many of our merchant princes are, have put forth in appreciation of such worth as that we have but faintly touched upon ? We have not, it is not proposed to have, a monument here ; then local reasons fall to the ground, and the broad, sound principle of "*Palmam qui meruit ferat*" appeals to every heart, which should be nobly responded to by every hand.

In conclusion, we would advise that a list be published of subscriptions received, and thus a substantial gauge be afforded of the true depth of Indian loyalty, love of worth, and appreciation of the true, the good, and all the noblest qualities which adorn a citizen of England and the World.

FRANCOIS, BUROT AND CO., vs. THE CALCUTTA AND BURMAH STEAM NAVIGATION COMPANY, LIMITED.

(From the Englishman, May 12.)

THE case of François, Burot and Co. *vs.* the Calcutta and Burmah Steam Navigation Company, Limited, which has just been decided in the Judicial Deputy Commissioner's Court in Rangoon, contains an argument which must be interesting to very many of our readers, and we lay before them a short account of the cause of action and the decision of the Judge, Captain H. A. Browne. The plaintiffs sue defendants, by their agents, for Rs. 2,100 amount value of two cases of corahs, on the following grounds :—It appears that the C. and B. Company in their bills of lading granted to shippers, have tried to circumscribe their amount of responsibility in the carrying out of the contract within the narrowest possible limits, as stated in *Mercator's* letter which appeared in our paper on the 23rd ultimo, and that in the present action they have mainly depended on one of their clauses to rebut the claims of the plaintiffs. The clause in question runs thus—"Agents to the steamer to have the option of delivering goods into receiving ship at the port of discharge, or of landing them direct at the consignee's expense, as per scale of charges to be seen at the Agent's Office, and the goods to be at the consignee's risk, immediately on passing the steamer's side." The non-delivery of two cases of corahs, the cause of action, arose in this way : The defendants, acting upon the foregoing clause, landed and stowed away the said cases in their storehouse on the main wharf. Ere the plaintiffs, however, sought to remove them to their own godowns, the store-house was burglariously entered and the contents of the cases were abstracted. The question then is, at whose risk and responsibility did the goods lie, while in the defendant's store-house ? The Judge, in a carefully delivered judgment, decides that, inasmuch as no delivery had been made to the plaintiffs, the defendants were liable, and decreed the amount with costs. That this decision is simply common sense, is undoubted. The delivering up of the bills of lading by the consignees is the only legitimate discharge to the captain of the vessel, and through him to his employers. No agent can by any arbitrary clause in a bill of lading release himself from responsibility at any time he thinks proper, to do so. He through his captain, grants a receipt for the goods when they are put on board, and his only discharge is to receive back his receipt duly endorsed by the consignee. Only in the event of proved negligence on the part of the consignee will the law give the carrier a release from liability. In the case before us the arbitrary conduct of the agents for the C. and B. Company is inexplicable. The bill of lading was presented to the agents on the 10th ; the steamer having arrived on the previous day, and a delivery order was given as follows :—"Deliver four cases of silk goods after the whole of the cargo is landed." Find Messrs Burot desired to send on these cases to Maulmain by the same steamer, these few words between inverted commas would have effectually prevented them and an unnecessary delay of a fortnight in transmission would have been the consequence. A consigner of goods by any vessel is entitled, if he please, to see his goods stowed, and a consignee also has the right to receive his property at the ship's side. If the company, to enable them to discharge cargo and taken in fresh freight more rapidly during their limited stay in port, have undertaken to land all cargo, they will now understand that they must do it at their risk and not at that of the consignees as so unjustifiably set forth in their bills of lading, the provisions of which do not appear, in the opinion of the Judicial Deputy Commissioner of Rangoon, as they most certainly do not in ours, to hold good in law.

INDUS FLOTILLA GUARANTEE.

(From the Lahore Chronicle.)

OUR contemporary the *Scindian*, in whose articles we certainly recognize a far more impartial and judicial spirit than is usually to be met with among Indian journals, has discussed with its accustomed candour a topic on which we lately animadverted, namely, the scale to the Indus Flotilla Company of certain Government steamers on the Indus, in payment of which Sir Charles Wood had consented to take shares in the Company, such shares deriving all or most of their value from the simultaneous grant of a government guarantee. Our contemporary opens his remarks as follows :—

"Our able contemporary at Lahore however, has taken up the subject and dilates upon it at considerable length. With much of what he has written we cordially concur, but we think he looks upon the 'remarkable financial operation between Sir Charles Wood' and the Railway authorities, too much in the light of an exceptional circumstance, instead of being as it is, the natural development of a policy, misaken from the first, but from which the English Government now find themselves unable to recede. We have taken many opportunities for expressing our opinions upon the subject of Governmental guarantees to private Companies in India. We regard them as false in principle and most mischievous in practice. They are destructive of that energy which alone gives private enterprise a superiority over the action of Government, and they impose an imaginary check upon expenditure in this country, which has the unfortunate effect of satisfying the home shareholders without producing any adequate result in the way of economy ; while they are open to the still graver imputation of injustice, should it happen that there is a rival company in opposition to that which has been fortunate enough to be guaranteed. On these grounds and on others, we are strongly opposed to the system, and are glad to learn that it is not the intention of government to extend guarantees to any future enterprises in India. But it is much easier to take a wrong step at the beginning than to recede from it afterwards, and in the case of the Scinde Railway there are other things to be taken into consideration besides the mere abstract justice of the course pursued by Sir Charles Wood, or its consonance with the strict principles of free trade. In the first place it is evident, that the Government having helped the Scind Railway from the commencement have already become so largely interested in the success of the undertaking, that in order to save themselves from loss they were almost forced to assist the Company over the difficulty into which they had recently fallen."

Now, while fully concurring in all that has fallen from our contemporary in condemnation of this proceeding, it certainly does appear to us that the argument used by Sir Charles Wood, and repeated by our contemporary, that the government was bound to guard itself against loss, and to see the Flotilla Company through somehow or other, is both narrow and fallacious. The fortunes of this guaranteed company was certainly not the first obligation devolving on the government, who, if they are the parties responsible for the guaranteed capital are also the rulers of the country, the well-being and progress of which is certainly a far more vital concern than that of saving a few thousand pounds, even if its repayment were the indispensable alternative of averting monoply and according justice. Here are two steam companies navigating the Indus. To one a guarantee has been given on a limited capital. To the other was promised a small subsidy for a limited term. The guaranteed company failed to carry out its objects, and the government then came forward and authorized them to double their capital, thereby doubling the government obligations. The company which does not possess the guarantee has succeeded after much preliminary expense in establishing and successfully working their vessels, and the government on various pretexts withholds the subsidy. The guaranteed company is limited by their contract to ply between the termini of the Scinde and Punjab railways in conjunction with which it is intended to work. But this disjointed project is believed to be so unsound in its nature, that no amount of Government support will be able to do more than to maintain a galvanic existence. This view is either correct or not correct. If correct, then the act of Sir Charles Wood in increasing the Government obligations is unjustifiable by his own standard of morality. If not correct, and if as the Indus Flotilla Company expects, the large Government support which they have obtained will enable them to drive all competitors off the river is that result to be a subject for congratulation ? Is that a result which any enlightened Government would endeavour to aid ? Is it a merit to create or perpetuate monopolies ? It appears quite clear to us, that if from any cause which owes its existence to Government intervention, free and independent enterprize is driven away from the navigation of the Punjab rivers, so that the public will be left at the mercy of one monopolist company, with no antidote to their overbearing treatment, their negligencies and exactions, a severe blow and heavy discouragement will be dealt against the prosperity of the Punjab, for it is not to be supposed that if the independent enterprize now upon the field be driven away with loss, in consequence of the unfair interference of the Government, other parties can be hereafter induced to enter upon such an adventure. When intelligence went back to England of such treatment having been experienced, all the professions of the Government to encourage private enterprize would be regarded as a sham, since in fact, the resources of the State would have been visibly squandered in shattering and subverting independent speculation. Our contemporary says that troops must be carried up the Indus, and that it is the duty of the Government to see that some one is prepared to carry them. To this the obvious answer is that there will be no difficulty in carrying troops or anything else up the Indus if a fair price is paid for the conveyance—that these things will always adjust themselves naturally if suffered to do so without undue and partial interference, which certainly creates far weightier evils than it professes to remove.

THE PETITION FROM TUTICORIN.

(From the Athenæum and Statesman, May 13.)

A very strange and indeed not very wise petition, was lately presented to Mr. Silver, the Magistrate of Tinnevelly, and has been forwarded by him for the consideration of the Madras Government. It is signed by the European merchants of Tuticorin, who are Agents for the different mercantile Houses in Madras, and elsewhere, and its object is to solicit the Government to appoint an Inspector, whose duty it would be to check the practice of adulteration that prevails in the Cotton trade, by waylaying the bales on the road to the Agents godowns, and confiscating those in which foreign matter might be detected.

The evil consequence that would result from adopting the course suggested by the petitioners are so apparent, that it will readily be anticipated that Mr. Silver "is not prepared to recommend extraordinary legislation on the point." If we had not daily experience of how human judgment is warped by considerations of self-interest, we might indeed express our wonder that a number of intelligent European gentlemen could be found to put their names to such a petition. We are not surprised, that some movement has been made in the matter, which is indeed a most important one, and deserving of every attention from the Government : but we are surprised at the remedy proposed by those gentlemen at Tuticorin. Indeed their own opinions on the subject are rather various, notwithstanding the apparent unanimity displayed by signing the petition. For instance Mr. Silver states that "one of the gentlemen who signed this paper told me, he would approve of the Inspector entering his godowns, and seizing and confiscating any bale of cotton there, he found to be adulterated, while another gentleman whose name is also appended to this paper, stated he would not consent to an Inspector entering his godowns, as after the cotton was lodged there, he considered it a matter between buyer and seller, and that therefore any search should be made on the cotton carts before they entered the town ; while a third gentleman said he would be satisfied, if prompt punishment by a Magistrate followed any proved case of fraud."

The fact is that there is a vast deal of Cotton adulteration ; that the evil has become a crying one, and calls for a remedy of some sort, but this remedy, as in most other cases, is much more in the power of the merchants themselves to administer, than in that of the Government. As long as there are so many middlemen between the Exporter and the Producer, the practices complained of, will continue. In remote parts of the United Kingdom, it is still customary amongst the small farmers to adulterate their wool with dirt, sand, water, and not unfrequently even with stones : but in those districts there are Agents from France, from Liverpool, or Yorkshire, who rip up the bags of wool, and examine each fleece, accepting or rejecting it according to its quality. The inferior portion is then purchased at a lower price, or rejected altogether.

Surely some system of this sort could be adopted by the Tuticorin merchants.

Much of those evil practices spring from the system of advances. The Brokers get heavily into debt with the Merchants, and then strain every nerve to carry out their engagements. A curious instance of this has come under our notice. Last year the small dealers and Brokers in a district not very far from Bombay, contracted with, and went under advance to the Bombay Agents, for large quantities of Cotton to be delivered in the following season. The general agreement was that a certain number of bullock-loads should be furnished by a certain date, and at a certain price which was a tempting one according to all appearances at the time. Many poor men were induced to speculate much beyond their means, and each kept his own proceedings secret, in the expectation of reaping the full profits of his bargain. When the time for delivery came, however, the English demand, and the competition of the small dealers in their own district to fulfil their contracts, had raised prices to such a height, that many of the dealers were altogether ruined, and others overwhelmed with debt, probably, for the remainder of their lives.

The mode in which the cotton trade of the Tinnevelly district is carried on, is thus described by Mr. Silver :—

"None of these Agents deal directly with the cultivators of cotton. All transactions are made through certain Brokers at Tuticorin. The Brokers deal either directly with the growers of the cotton, or the Porakeepers, who are a class of men who buy cotton and clean it, or they make their arrangements through third parties in the cotton growing taluqs, but all deliveries to the Merchants at the port of shipment, are made through these Brokers.

The Brokers enter into a formal contract with the Merchants, to deliver a certain quantity of cotton within a stipulated time at a fixed price, and they receive very large advances. When I was in Tuticorin last month, the price of cotton had advanced to 112 Rs. a candy, and I believe that 90 and even 100 Rs. was the advance made for the same. If cotton is found to be adulterated, or of a bad quality, the Merchant throws it back on the Broker's hands, and I believe the Broker invariably supplies good cotton in its stead."

It is sufficiently plain that the trade can never be established on a sound and mutually advantageous basis until this graduated system of middlemen be got rid of. An immense proportion of the profit, that ought to be shared between the exporter, and the producer, is at present absorbed by the small dealer ; and the ryot, who ought to be benefitted most by the rise in the value of cotton, and the extension of its cultivation, is unfortunately the individual who participates least in the general prosperity. Until the two main parties in the transaction are brought closer together, to understand each other's wants and wishes, it is in vain to look for either an improved fibre, or a diminished adulteration of cotton. All the mischief is done during the passage of the article from the ryot to the merchant. We say then to these Tuticorin gentlemen, shorten this distance and you will diminish the evil you complain of.

We may be, and doubtless will be met with the statement that it is simply impracticable to follow our suggestion ; that it would be impossible for the merchants living at a distance, to have separate dealings with a large number of ryots ; that these ryot would be such frequent defaulters that ruinous loss would be sustained, and that the only result would be that under the arrangement proposed, they would be the adulterators in the place of the Brokers.

From these objections, we appeal to the mode in which the Indigo trade is carried on in Madras. In this case the Great Mercantile Houses of the Presidency despatched each year a trustworthy servant with a heavy bag of rupees, and a bundle of stamps into the Indigo districts.

The agent squats under a tree with his rupees, and his bills ; the ryots gather round him, enter severally into agreements to cultivate a certain extent of Indigo on receiving a certain advance, sign their Bills, take their rupees and depart. Our knowledge of human nature would lead us to conclude, that such an arrangement made between two parties who are mutually interested in each other's prosperity, would be on the whole fairly observed ; and we were happy to find our theoretical opinions on the subject confirmed by the more practical knowledge of one of the most eminent Houses in Madras. These numerous little contracts are entered into without any trouble, and fulfilled with surprising fidelity. When a season proves unfavourable, the re-payment of a portion of the advance is postponed, or remitted, and sooner or later a good season equalizes the balance.

We ask, is there any inherent dissimilarity between the Cotton, and the Indigo trade, which makes this system applicable to Indigo, and inapplicable to Cotton ? We trow not. Cotton cleansing mills and presses, would doubtless have to be erected in the Cotton growing districts, and arrangements made for transferring the bales to the seaport ; but surely the advantage of buying a better article at a lower price would far more than compensate for this increased establishment.

There is one statement in the extract from Mr. Silver's letter given above, which seems, by implication at least, to throw some doubt on the reality of the merchants' complaints. Mr. Silver writes, "if Cotton is found to be adulterated, or of bad quality, the merchant throws it back on the Brokers' hands, and I believe the Broker invariably supplies good Cotton in its stead." If Cotton adulteration is so universal as asserted in the Petition, how do the Brokers manage to procure good Cotton in lieu of that which is rejected ?

Notwithstanding that the main remedy for the evil, rests, in our opinion, with the merchants themselves, and but very little with the Government, we must express our regret that the law appears, on the showing both of Mr. Silver and the Merchants, to be so powerless in the matter, that an appeal to it, though possibly efficacious to obtain redress, would risk so much both of time and money, that legal interference is seldom resorted to. Merchants, who are under engagements to ship large quantities of goods by certain dates, and who are subject to heavy loss, if their vessels are detained long in port, are evidently too much at the mercy of dishonest brokers, when the law cannot be put in motion cheaply and expeditiously to punish evident and disastrous breaches of contract. This deficiency in the law, which is also admitted by Mr. Silver, deserves the attention of the government : and in this way assistance might be given to restrain the evil complained of. But the main remedy, as we before observed rests with the merchants themselves. The smallest farmer, in the remotest district of the United Kingdom, can get the same price for his wool in his own district, as he could (bating transit and other fair expenses) get for it in the heart of Yorkshire. This is only done by bringing the Consumer and the Producer into close, or even immediate contact, and when this system is adopted in the Tinnevelly cotton trade, we shall hear no more of adulteration, and petitions to government to prevent it.

It has been stated by some journals that the increased price of cotton, so far from having had a good effect, has only augmented its adulteration, and caused a deterioration in the staple ; and in support of this view, appeals are made to the present state of the cotton trade of Bombay. These however are rather hasty conclusions. That an increase of adulteration should immediately follow an increase of price is only to be expected. If it be found profitable to adulterate an article worth four pence a pound, the process must be still more profitable, and consequently more tempting, when the article is worth six pence a pound. The immediate effect then is an increase of adulteration ; the ultimate effect is a diminution of it, for the more valuable the article, the more carefully will its adulteration be guarded against.

Again, that an increase of price should bring an inferior staple into the market is also to be expected. Cotton of every description, and quality, good, bad and indifferent, participates in the increased value ; and the coarser, shorter fibre, which hitherto could not bear the cost of transit to the seaport, or perhaps even find a purchaser, can now do both, and consequently makes its way into the market. But to argue from these facts, that the higher price has caused a deterioration in our cotton staple, shows a singularly bad appreciation of the common laws of trade.

If our cotton staple be only capable of improvement, a higher price will most assuredly bring such improvement about, sooner or later.

RAILWAY GUARANTEES.

(From the Lahore Chronicle.)

THE impolicy of the system of Guarantees which has been introduced in connection with Indian railways is now universally felt and admitted. By this system the State virtually says to a company "Undertake to make a railway in India, and no matter how badly it is made, and how badly it is managed,—no matter how supreme or how corrupt may be its administration—we will undertake to pay the interest on the money you expend : or in other words, we will take upon ourselves the responsibility of your acts and obligations." Now the policy of spending money unwisely is certainly bad enough. But whoever before heard of any one entering into an engagement that he would continue to spend money unwisely ? If the Government are responsible for the payment of the railway interest, or for the re-payment of the principal should the lines be assumed, then it is virtually government money with which the lines are constructed, and whoever before heard of a Government handing its money to other persons to expend without any effectual control and without any beneficial equivalent ? No doubt it will be said, that without the guarantee the capital required for the construction of the Indian lines could not have been collected. But in the first place this is a gratuitous, and we believe a groundless assertion ; and in the second place, a due regard to the public interest would have indicated, that if Government were to be responsible for the money, they should have themselves directed the expenditure, instead of employing the clumsy machinery of a public company is a selfish and irresponsible intermediary. While, however, the public interests visibly suffer from such an arrangement, the interests of the companies themselves are not sensibly amended. For they must suffer equally with the public from the prevalent sloth and supineness in every department which the existence of the guarantee induces, and delay and controversy arise between the officials of the Government and of the Railway in consequence of the anxiety of the Government to shield themselves as far as possible against the mischievous consequences of their own injudicious agreement. So serious have the evils arising from these impediments to progress been found to be in practice, that in the case of the East Indian Railway they formed the subject of a parliamentary investigation, and in the case of the Bombay and Baroda line, Colonel Kennedy, the managing engineer, expressed his anxiety to give up the guarantee altogether. We happen to know that the late Mr. Chapman, the originator of the Great Indian Peninsula Railway, was opposed to the guarantee system, which he considered to be alike mischievous and superfluous ; and we have the example of two companies got up in England for Indian objects, the Oriental Inland Steam Company, and the East Indian Irrigation Company, which have so guaranteed at all. These examples conclusively prove that a guarantee is not absolutely necessary ; while that it is mischievous both to the companies and the Government no one now has any doubt. All our contemporaries we believe now participate more or less absolutely in these convictions ; but a doubt still exists whether without a guarantee, or some substitute for it, the capital could be collected in England that is required for the execution of Indian works ; and various substitutes have been proposed for the guarantee, by which, while the most mischievous features of the system would be discarded, the requisite degree of encouragement would be afforded. The *Delhi Gazette*, in a late number suggests, that instead of a guarantee to Railways a subsidy should be given of three hundred pounds per mile per annum for thirty years. Certainly such an arrangement would be much less objectionable than the existing system of guarantee. But in our judgment, a much more rapid and much less expensive species of encouragement, would be, to authorize the laying of rails on the public roads, and should further encouragement be needed, to give the Railway company certain tracts of land near the Railway which it would be their own interest to raise to superior value by the introduction of suitable improvements. The main highways which have been constructed at heavy expense, form a net work of channels for traffic, which in any future scheme of improvement should not be ignored. The existence of the road for years, has nursed up a traffic upon them which would not exist on any new line ; and the tracts of country contiguous to them have ripened into an importance they did not originally possess. The bridges, embankments, and other works along the line are much the same as would have to be constructed for a railway ; and the bridges have been tested with reference to the inundations ; and the embankments have been consolidated by time. Why then proceed to the construction of duplicate works when suitable works are already in existence ? Why proceed along a new and unfrequented track when the known and beaten away is available for our uses ? The fact is, our main kunker—covered highways are virtually tramways already, which only require locomotive engines of proper construction to be run upon them, to open at once a vast net-work to internal communication, equal to the present wants of most localities ; and when the wants multiply so as to render a railway advisable there is nothing to prevent rails from being laid down. We are aware that a kunker road, though smooth and offering as little impediment to traction nearly as a railway, is not very durable where a heavy traffic exists. But in the case of locomotives running over it, if the wheels are made broad as they should obviously be, they will act upon the surface like rollers, and will harden and consolidate it rather than wear it out. The great injury to roads is caused by narrow tires and by horses' feet, and both of these causes of deterioration would be rendered less active if locomotives of the kind we have recommended were introduced.

ENGLISH PRESS.

FREE TRADE FOR INDIA.

(From the Daily News, April 15.)

IT can be no surprise to Sir C. Wood, any more than to the rest of the world, that the Lancashire operatives should follow the example of the mill-owners in protesting against the protective system set up in India on behalf of the cotton manufacture there, since 1850. There will soon be petitions on the table of the House from the work-people of perhaps every cotton mill in the kingdom against the import duties on cotton goods and yarns levied in India ; and never, certainly, was any remonstrance better founded, or more thoroughly reasonable that that which is likely to be signed by the whole of our largest manufacturing class. A public meeting recently held at the Manchester Corn Exchange, with the Mayor in the chair, received the report of the deputation who recently waited on Lord Palmerston, and discussed the terms of the petition with which the House will soon have to deal ; and certainly the impression of all who have attended to any of the proceedings must be that there never was a case in which the right was more manifestly all on one side.

So lately as the 24th of February, a Calcutta *Gazette* Extraordinary was issued, containing a Resolution of the Government which sets Lancashire asking whether the authorities have forgotten their promise that those import duties should be the very first tax to be repealed. The Government Resolution proclaims that money had come into the Treasury so plentifully up to the end of January, that the License tax was not wanted. This Licence tax had been proposed, among the rest, when Mr. Wilson took Indian finance in hand ; but it was imposed only last July. The Governor-General declares his approbation of the tax, as the best means of making the small trader and artisan class bear their share of the public burdens ; and he regards it as a proper resource in any time of need ; but he announces that it is not wanted at present, and therefore it is dropped out of the financial system, and the amount already raised is being returned to the payers. While this is going on the import duties are operating on Indian society in a way which will not be forgotten in native history, long after those duties have gone the way of the License tax. The native cotton manufacture is burdened with no tax, while it is bribed by a heavy duty on the English manufacture. The natives turn away by tens of thousands from the growing of cotton or other crops to spin and weave cotton under an artificial advantage which ruins a multitude of Englishmen while it lasts, and will ruin a multitude of natives when it is withdrawn. According to the Lancashire petition the number of looms and spindles in India, established or ordered, is ten times as many as before April, 1859, when the duties were imposed. But for those duties there would have been little or no increase of manufacture, because it would have been cheaper for the natives to buy British fabrics ; and at the same time there would have been ample employment in India in growing the cotton instead of manufacturing it. At this moment Lancashire men are starving for want of cotton ; and in a little while Hindoos will be ruined by the influx of English fabrics which should never have been stopped from flowing in. The Lancashire petitioners point out that, at the least, a corresponding burden should have been placed on the Indian manufacture ; but the claim to be now urged is that there should be no burden on either. The Government has pledged itself to remove the duties as soon as it can, and does not pretend to vindicate such a tax. Yet the License tax, which involves no special injustice, is given up first ; and Government is increasing its own difficulties with the native manufacturers while it encourages a factitious industry to involve more and more capitalists in setting up machinery, and more and more labourers in working it, when it is certain that the whole structure will soon be overthrown. The mischief is so certain, and must be so great, that it is well that the Government, both in India and at home, is pledged to the repeal of the duties. It must now go through with its task, and let down the native manufacture which it has so imprudently set up. For the sake of all parties, the sooner this is done the better.

The other features of the case, as seen from Lancashire, are very impressive. The stations of the Great Indian Peninsular Railway, and the halting places on every other road leading to Bombay, were in February the scenes of unusual activity. The cotton offers itself in unmanageable quantities ; and the *Gazette* tells of a single train of sixty cars laden with 2,500 bales. The cotton would best serve India by coming to England ; but a daily increasing proportion is detained for Indian consumption, in order to make every native who wears a cotton garment pay more for it than he used to do, and than he will do hereafter. Just at the same time something important was taking place in the Punjaub. There the land is laid out in large breadths of cotton tillage : and the people expect to send their thousands of bales to market ere long ; so they were ready to hail the sight of the first locomotive that ever appeared in their region. We read of the honours paid to it—the tents pitched for a festival where it was to pass—the great men who came forth to look at it, the gallant escort it had of sowars and police, the volunteer band greeting it with "the Conquering Hero," the photographers with their apparatus, and the wondering multitude. First appeared four bullocks abreast, and then four behind them, thirty-three times over, a harnessed drove of above 130 bullocks, and then the truck on which the engine rode, and then the bulky creature which made the bullocks look like a team of dogs, the elephant pushing from behind. By this time that engine must be running ; and by this time next year it will be bringing down for shipment new material for Lancashire industry, if the import duties are repealed, and the cotton is not intercepted, to the disadvantage of everybody. Meantime there were swarms of labourers on new tracks all over India, opening roads into valleys and plains where cotton culture was going on, connecting villages with each other and with markets right and left, and with distant ports.

These are spectacles witnessed from Lancashire with mingled feelings of hope and a very natural pain and disapprobation. It is quite time for Lancashire to be considered at least as carefully as India. Our Government and country are under deep obligations to the great class engaged in manufacture there for the sound sense and exemplary moderation they have shown in regard to our relations with America. To this moment the Federal successes have not turned their gaze from India as the true cotton field for England. While we are receiving conflicting accounts of the condition and fate of New Orleans nobody agitates for a premature demand of the cotton there. There is sufficient knowledge abroad to satisfy Lancashire that there cannot be any considerable supply at New Orleans, or at any other chief Southern port. What cotton there is, is up the country ; and most of it will, in all likelihood, be burnt. Next year there will be none, except on some few spots where the Federal authorities settled themselves in time for the sowing. From the Levant, and from some of our own Colonies, we may look for a good deal of good cotton in a year or two ; but India is, and must still be, our main hope. It is most unfortunate that, at such a crisis, discouragement should proceed from that quarter ; and if Parliament is wise, it will receive the Lancashire petitions in such a way as that Government may not only make a new profession of its Free Trade principles, but may be stimulated to give Lancashire and India at once the benefit of those principles.

INDIAN AFFAIRS.

(From the Times, April 15.)

IF not unseasonably cut short by some unlucky discovery of science which shall place cowardice on a level with bravery, and remissness with energy, England may very reasonably conclude that she has a magnificent destiny in the future. Like the ancient Roman, she can afford to confess her deficiency in many arts and in many accomplishments. It is by no means improbable that the coming Exhibition may tend to show many failings of which we are altogether unconscious. Whatever depends on abstract thought, or on refined taste, we may expect to find at least equally well done by many of our neighbours : and indeed, if the element of cheapness could be excluded, it is quite possible that the superiority of England would appear wholly inexplicable. But we may without vanity claim for ourselves one field in which we are hitherto entirely unrivalled. The Roman cheerfully abandoned to the Greek the beauties of statuary and the mysteries of science, but he claimed with a just pride for his country the art of ruling men and the magnanimity which knew how to spare subjects as well as to overcome rivals. We may fairly make a similar claim for ourselves. Alone of the nations of Europe, we have been able to spread our peculiar language and civilization through large regions of the world without being exterminated by our own mismanagement, or absorbed by the more powerful or energetic nationalities by which we are surrounded. If we have shown no great fertility of invention—if the type of our settlements is somewhat monotonous, it is, at any rate, a precise reproduction of our own Government and society, and as yet we know of none for which we should be willing to exchange it.

We seem likely to achieve a more difficult victory than this, and which for a while seemed very doubtful. With a distrust of abstract principles entirely our own, we have taken just a hundred years to find out how we ought to govern India. It came to us in the hand of a mercantile Company, a body especially ill-adapted for the government of an empire, for the simple reason that modern civilization cannot bear the notion of a Government carried on with any other view than the good of the governed. We did not, however, act at once on this obvious principle, but endeavoured to fetter the flight of our Company by plucking out a feather here and there until we had reduced the soaring eagle to a tolerably tame and barn-door fowl. We know not how long we might have continued to govern with this imperfect machinery had we not been startled at last to action by the terrible catastrophe of the Indian Mutiny. The Company was swept away, and we fairly took the matter in hand ourselves, under what circumstances we need not say. An army destroyed, an empty treasury, a discredited Government, a discontented service,—all these things had to be encountered, all these things had to be overcome. Since that time only four years have elapsed, and we may already congratulate ourselves on having solved the problem that awaited us. The army is placed on a permanent and, upon the whole, a satisfactory footing. The service seems to have recovered from the discontent of a time of transition, and we have found out the means of conciliating the native mind. We saw that Bengal had been saved by that bold experiment which in the days of the East India Company was never mentioned without disapprobation, and we are about to give to the whole of India the benefit of a similar change—that is, of a permanent settlement. We could not afford to support out of the revenues of India an army sufficient to keep down her discontented people ; and nothing, therefore, was left us but, at whatever sacrifice, to make those people contented by giving them advantages which they cannot hope for under any other Government. This policy, which has many ramifications, is beginning to bear its fruits. We feel it in the diminution of our military expenditure, and in the greater boldness with which we are able to impose that direct taxation which all Indian traditions declare to be impossible ; and now we find, and not without surprise at the completeness of our own success, that the most stubborn of all difficulties, the cause of revolution, the bar to improvement,—the financial difficulty, is also about to disappear.

Nothing can be more cheering than the anticipations of the Indian Press as to the prospects of the Indian revenue and expenditure. Although the Licence Tax has been repealed, and the Income Tax appears likely to yield only two millions of revenue, the balances in the Indian Exchequer have risen to the almost incredible sum of eighteen millions. The military expenditure is reduced to eleven and a half millions from upwards of twenty millions sterling, and we are gradually getting rid, by virtue of this very economy, of the principal cause of our danger, substituting for it the most efficient guarantee of safety in the shape of an European army really adequate to the demands of the service. The prospects of trade are said to be good. The rise in the price of cotton, occasioned by the civil war in America, will distribute far into the remote interior the means of contributing to the revenue. The Stamp Duty appears to have been a complete success, and to raise a considerable sum with very little trouble or discontent. The railways are advancing towards completion, and penetrating every year deeper and deeper into the interior districts of an enormous continent, which have hitherto, by want of roads and defects of water communication, been almost cut off from the civilized world. The internal navigation of India is rapidly improving under the agency of companies which have invented a peculiar class of steamer, admirably adapted for the navigation of her shallow waters. In fact, all those things which, under the government of the East India Company, were always in the *Paulo Post Futurum* tense—always about to be done, and never done—are now actually coming to pass. Add to this that the mystery of the power of India to absorb the precious metals without limit seems now in a fair way to be solved. The Government has commenced to issue its notes, and to test, for the first time, the real state and position of the Indian currency. The effect of this operation will be to enable the Government to become proprietor of four millions of its own stock, which it will hold as security for the excess of notes issued above the bullion reserved to meet any demand that may be made. It may, perhaps, be thought that the terms granted to the Bank of Bengal have been unnecessarily liberal ; but any error of this kind, if an error have been committed, will not be difficult to remedy.

Such is the financial state of India, and on these facts the Indian Press does not scruple to build the hope either of a considerable surplus, or, at any rate, of a balance between income and expenditure. The rapid spread of tea cultivation,—which bids fair, before long, to transfer to the North-East of India that lucrative export of which China has so long enjoyed the monopoly, to employ a large amount of British capital, and to attract much of British sympathy and interest—is another subject of congratulation. The weak point of Indian finance has always been the Opium Duty, and it is, therefore, satisfactory to know that amid all these brilliant anticipations the Opium Duty goes for very little : in fact, it never was in a less promising state than at the present moment. There has been a good deal of discussion as to the liability of England to make good the Indian debt in case of what at one time seemed not improbable—the failure of Indian revenue. We are happy to think that, according to existing appearances, that question is never likely to be raised. After all, the one great point which we have established, and which gives to Indian finance an air of such decided security, is the explosion of the idea that the revenues of India are virtually measured by the rent of the land, that direct taxation is impossible, and that any attempt to raise it would certainly be followed by the loss of the Empire. The Indian Mutiny was not too high a price to pay for the eradication of this conviction. By representing the revenue as a constant quantity, which could not be raised and must not be diminished, the Indian Government was deprived of one of the highest functions which a Government can exercise,—that of adapting its expenditure to its wants,—that is, of deciding on its ways and means with reference to the Estimates of the year. This can now be done, and we see the result in the emancipation of the Indian Government from the terror which any proposal to alter the tenure of land uniformly inspired, and in the anticipations of the further changes which fill the mind of the people of India at this moment.

THE IRON SHIP CONTROVERSY.

(From the Economist, April 5.)

WE cannot venture to pronounce authoritatively in these columns on questions which are not only questions of testimony, but questions of technical testimony,—in which it is essential to weigh evidence against evidence, and where the evidence to be thus weighed is of itself of a nature which only experts can properly judge. Still it is essential for the English people to understand, so far as the general public can understand, what is to be said for, and what against, the great changes which now once more impend over the English system of naval defences. The great conflict between the Confederate Merrimac and the Federal navy brings out some necessary changes very conclusively, and suggests a reasonable doubt whether other changes which we were on the point of making are really desirable. On the other hand, in excess of dismay at the great and sudden depreciation in the immediate fighting value of our navy which the recent practical tests seem to have revealed to us, some of the most ingenious naval authorities, like Captain Halsted, have rushed into the other extreme, and say not only that what the Americans have done is good, but that what we have done in the same way is positively worthless. It is worth our while to look at the evidence adduced on three distinct questions. "(1) What is the fair inference from the recent conflict as to the value of iron ships ? (2) How far do our own iron ships fulfil these and other recently ascertained conditions of efficiency ? (3) What is the legitimate inference (if any) as to the utility of the harbour fortifications now in progress ?"

As to the first question, no one has any doubt that the battle of the Merrimac with the Congress, Cumberland, and Minnesota, proves that the iron plating of a ship renders it nearly impervious to the worst broadsides of a man-of-war fired even from very close quarters ; even the Duke of Somerset admits this, though he *hopes* that he may find a gun to destroy this armour. Again, it is clear that her iron plough or beak is strong enough to rip up any wooden vessel into which she can manage to steam, and is nearly without effect on an iron-plated vessel like the Monitor, though much inferior to herself in size and force ; once more, that such vessels as the Merrimac, heavily plated down to beneath the water's level with obliquely-inclined plates, or quite unfitted for open sea service,—and that even such vessels as the Monitor can scarcely be called fit for that purpose, certainly not for an Atlantic voyage. All these points are, we take it, sufficiently established, though Sir F. Smith attempted to argue that the Monitor was seaworthy even in the Atlantic, on the strength of her having sailed round in "half a gale of wind" from New York to the mouth of the James River. That, we know, is a short voyage, and we know also that though it was only "*half* a gale of wind," the vessel's difficulties were great. Everybody on board was drenched. She shipped heavy seas continually even *down her funnel*, and would certainly never have survived such a storm as the Warrior rode out easily the other day in the Bay of Biscay. We think, then, it must be admitted that for the Atlantic service neither the Merrimac nor the Monitor are even conceivable models. The latter is excellent for defence in our harbours,—the more excellent that she cost, it is said, but 60,000*l* ; and the former for either defence or aggression in inland waters ; but neither of them for properly *naval* purposes, for general duty as *ships* of war.

(2). It is clear that to maintain the relative naval power of England we must, as quickly as our means

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will permit, transform our wooden fleet into an iron fleet,—always conditioning, however, that this fleet shall in the first place be in every respect seaworthy, and only in the second place as shot-proof as a seaworthy fleet can be. It seems clear that even a wooden fleet which can cross the sea is more effective than an iron one which could not do so. If we were to begin plating our ships without regard to any consideration but rendering them proof against imaginary Merrimacs, we might succeed just as Saul would have succeeded in extinguishing David with his heavy armour,—that is, in quite incapacitating them for free locomotion,—we should have reduced them into mere floating fortifications. This is not our object. We want something with which we can threaten a distant coast. And even a destructible wooden fleet, unable to cope with iron antagonists, but fit for any other work, is clearly preferable to a stationary iron fleet that does not sail out of port except in fine weather. As far as the evidence at present goes, there is a great difficulty, if not impossibility, in uniting the full qualification of such an ironside as the Monitor with such sailing qualities as our ships of the line. The Warrior probably does this in as high a degree as we can yet achieve,—but it is only to be achieved at great cost. The shape and lightness of a sea-going vessel is inconsistent with the heaviest plating. Captain Halsted says the Warrior is good for nothing, because she is vulnerable fore and aft;—and that the new shield or cupola ship of Captain Coles is vitally faulty, because the Admiralty will not adopt the *sloping* plate system instead of the vertical. The answer is, to our minds, complete. The Warrior *is* positively defective in being vulnerable fore and aft, but if she were not thus vulnerable, she would come down like the Merrimac to the water's level, and become a mere shore-defence instead of a ship of war fit for foreign service. Next, though vulnerable fore and aft, it has been shown that wounds, fore and aft, however numerous, would not sink the ship. There is a water-tight deck 8 feet below the load water line; and above this deck the vulnerable portions are divided into water-tight compartments (7 in front, 4 in the after part), so that water rushing into one or more of them would still be kept out of those which were uninjured. Moreover, if *all* these compartments, both fore and aft, above the water-tight deck were riddled through and through, the only result would be to sink the Warrior two feet two inches lower in the water, which would still leave her a buoyant vessel. Finally, as to the question of straight or sloping armour, though there is no doubt that the oblique plates are less liable to be fractured—you, *for the same weight of iron*, you get only the same resisting strength. Mr. Scott Russell stated this day week, in the Institution of Naval Architects, that he found iron plates inclined at 45 degs., in order to be equally strong for resistance, must bear to the vertical plates nearly the proportion of 7 to 10 in thickness, but the oblique plates being necessarily *longer* than the vertical plates in just the inverse proportion (that of 10 to 7), the advantage of the slope is completely lost. When once you know the weight of iron which your ship can bear, it matters nothing whether you put it on in the thinner sloping plates or in the thicker vertical plates—the resisting power being the same in both cases. We hold, then, that as yet there is no sufficient reason to distrust the principle adopted by the Admiralty in the building of our iron ships.

Lastly, as to the harbour fortifications. Here we think there is real and adequate reason for great deliberation before proceeding with the intended fortifications at Spithead and elsewhere. It may be true, as the Duke of Somerset and Sir G. Lewis hope, that the aggressive power of our stationary gunnery will keep pace with the resisting power of the new iron ships,—that we shall soon be able to discharge guns from the new fortifications which will riddle the new iron ships as easily as our present guns riddle the wooden ships. Doubtless this *may* be so. But why proceed before we have good reason to believe it will be so? It is clear that the batteries of the land forts made no impression at all on the Merrimac. It is clear, we believe, that any iron ship entering between the forts at Spithead might keep a distance of 1,000 yards, at which distance our *present* guns would not harm her. It is also clear that, once in the port, she could destroy all our shipping therein without any material risk to herself, unless an iron ship of her own order were there to resist her:—and from all this it seems at least reasonable to infer that the 840,000*l* which are intended for the forts at Spithead, would *under present circumstances*, be more effectively expended on a few iron cupola ships, or on plating some of our present ships. We argue, therefore, that there is every reason to deliberate carefully before we sink in fixed land fortifications what might be more efficiently invested in floating fortifications. It is true, as Lord Clarence Paget tells us, that we can make our land fortifications far more impregnable than any floating batteries; but this is little to the point. To hold the land forts is of no use, unless they ward off the enemy's assaults. If the enemy can pass them unscathed, it is no comfort to tell us that the forts are impregnable. Doubtless, but do they protect what they are built to protect,—the shipping and the docks? If not, they are of no use; and floating iron ships, which could follow the enemy and place themselves between it and its prey, are of infinitely greater use. When we remember, too, that *fourteen* such ships as the Monitor could be completed for the cost of the Spithead forts, it is at least a question for anxious consideration whether we should spend the money devoted to them in this way or in that. We do not say the point is clear,—no point of this nature is at all clear; but we do think it is a case for mature deliberation, not for hasty action.

A GOVERNOR'S COOLNESS.

(From the Examiner, April 12.)

SIR W. DENISON having arrived at Madras as Governor, with 13,000*l.* a year out of which to provide for the ventilation of his residence, felt the heat of the climate, and was determined that he would be cool. And he was cool. In the first place he proposed to transfer the seat of Government to the Neilgherries. It was a pleasant, rational suggestion, but pounds, shillings, pence, and other little matters being considered, it was negatived. Ay, but said the Governor, look at those fine, costly barracks on the hills at Jackatalla, the healthiest in all India, only occupied by common soldiers. Let them be turned into Government offices, and let me build a house for myself at Ootacamund.

There can be no very great objection to the removal of Government offices out of Madras. There is already a railway to Beypore, whence there will soon be a branch to the foot of the hills. The only question is, Who is to pay for the change? The utmost degree of coolness man could wish to attain was reached, we think, when Sir W. Denison suggested that the unlucky common soldiers might be forced to pay. There is no need that the scheme should pass beyond suggestion.

The life of the private soldier in India is not an easy one. Every country gentleman, who serves as a county magistrate, knows histories of the unlucky soldiers disabled by five or ten years' service in a tropical climate, and discharged with a pension of sixpence a-day for from six months to two years, at the end of which they become paupers. In the whole Madras Presidency there are no hill station barracks, except those at Jackatalla, built for the soldiers at great cost, upon the best known sanitary principles; built by the soldiers even with their own hands; and so healthy that in the last hot season the 60th Rifles stationed there had only two out of a thousand men in hospital.

The need of an occasional move into pure air is felt infinitely more by the poor soldier, who is not his own master, than by the Governor and his officials, who are comparatively free agents, and who can every year recruit by a trip to the hills. To deprive the Madras army of the Jackatalla barracks is to deprive its soldiers of the only chance of getting fresh hill air, unless they qualify by sickness for a convalescent depot like Landour. We cannot suppose that Sir Hugh Rose or Sir Hope Grant will have assented to Sir W. Denison's suggestion. If cold water has not alredy been thrown on it, the Governor may look to be cooled with a breeze from the mother country.

SLAVERY AT WASHINGTON.

(From the Examiner, April 12.)

THE fattest and wittiest of Bourbon kings, upon arriving in Paris in 1814, remarked, "There is nothing changed in "France—*il n'y a qu'un Francais de plus.*" In the event of the leading Southern politicians being induced before the close of 1862 to return to their vacant seats at Washington, thereby fulfilling the confident predictions of Mr. Seward, it is probable that they too may be able to say, "Nothing is changed here, the Union exists as of yore, *plus* only a national debt, and the abolitionists whom we so much feared have effected wondrous little." It is certainly a curious fact that slaves may still be bought and sold at the Federal capital. We have been repeatedly assured by Northern writers, that the war with Secession must inevitably result in the sweeping away of slavery, and sometimes we have been rebuked sharply for doubting it; but is our want of faith on the subject not excusable, when we find that nothing has yet been done to put an end to the evil at the great meeting-place of Northern legislators? In the Senate indeed, a bill has been brought forward this session for the abolition of slavery in the district of Columbia, but the same thing was attempted more than once previous to the disruption of the Union, and now, as heretofore, although the true Southern representatives are absent, the bill is rejected. The debates on the question are highly instructive, as showing the enormous strength in the Federal councils of that remnant of the South which still prefers Washington to Richmond, the weakness of the really earnest anti slavery party in the North, and the persistence of that old habit of deference to slave-owners which formerly disgraced the Senate.

Half a dozen times during last month was the bill discussed, and as often was the Chamber adjourned without its being advanced a single stage. Amendments were constantly proposed by gentlemen from Maryland or Kentucky, and the democrats (who in America are Conservatives) hastened to rally round the old constitutional banner. On the 24th ult. the vote resulted in a tie—19 to 19—and the casting vote of the Vice-President was necessary to prevent an amendment being carried which would have frustrated altogether the efforts of the emancipationists. Even the senators from Western Virginia, who have generally been supposed to entertain strong anti-slavery views, appear to have been ranged on the side of the "doughfaces." It is sad to remark that this party gains in strength exactly in proportion to the amount of success which attends the armies of the Union in the field. Their great *mot d'ordre* is the Constitution, and it cannot be denied that the strict letter of that often-quoted and much-perverted document supports them in all their pretensions. The democrats who aided the South to pass the odious and inhuman Fugitive Slave Law had confessedly the advantage of the New England republicans in argument, so long as the latter tried to avert that great national disgrace by appealing simply to the enactments of their common forefathers. The Legislature of Massachusetts a few years ago, taking their stand on a higher ground than the Constitution of the United States, had the courage to nullify that slave-hunter's law which virtually extended the peculiar institution over the whole republic, and by passing a "Personal Liberty Bill" of the most unconstitutional character, they mortally offended both New York and the South. Congress must not hesitate to do the same thing now if it would earn the respect and sympathy of the better thinking portion of the world. No sincere friend of humanity and of liberal institutions can desire to see the Union reconstructed by a compromise which most probably would merely postpone the final and irrepressible conflict between slavery and freedom for a few years. It will be more conducive to the dignity and honour of the Northern Americans, and also to the future welfare of the negroes, that two rival Confederations should divide the territory of the old Union, than that concessions should be made and accepted, such as were spoken of at the beginning of 1861. We hope to see the people of both sections of the shattered Republic emerge from their present troubles with amended and purified institutions, and we do not believe that, after the return of peace, their material progress will be much impeded by the load of debt they have contracted. But it appears to us that every one who looks with unprejudiced eyes at the history of the United States, since the passing of Mr. Clay's first great measure of compromise, must acknowledge that close political relations between North and South are neither possible nor desirable. The blood and treasure poured forth during the last year will have been miserably wasted should they produce no other and better fruit than the *status quo ante bellum*.

ENGLISH COMMENT ON AMERICAN AFFAIRS.

(From the Daily News, April 16.)

FIFTY or a hundred years hence the impunity, and even success, which have during the past year attended the passionate and bitter denunciations by half a dozen leading English newspapers and magazines of the efforts of the American people to maintain and perpetuate their Government, will furnish a curious subject of study to the historian. And he will find it no easy matter to explain it. The United States preserved down to the outbreak of the war everything which we profess to consider most valuable in English political institutions, and the want of which on the Continent makes us shed tears of pity over the French and Germans and Romans freedom of the press, freedom of speech, freedom of worship, trial by jury, the Habeas Corpus, and representative government. The language was the same, the religion the same, and all the great and essential features of character were the same. The manners, to be sure, were different, but not more so than those of Australia, Canada, or any other of our Colonies, in which the newness of the country and immensity of the field of labour has rendered social distinctions, valued at home, worthless, and given all the prizes of life to energy and industry. And yet Canada and Australia are constant subjects of hope and admiration in spite of "manhood suffrage," and "the absence of the property qualification." America, to be sure, broke loose from us by force, but we have for at least fifty years been unanimously of opinion that she did right. Her reassertion of the great doctrines of the constitution in 1776 did much for their preservation in England through the evil days which followed the French Revolution, and in the great Anglo-Saxon Valhalla Washington sits side by side with Hampden. The United States undoubtedly have no aristocracy; but neither will this account for English rejoicings over their dismemberment; because nobody in England holds that the production and support of an aristocracy is the only legitimate end either of our political system or of any other. The craziest Tory does not believe, or would be ashamed to avow it if he did believe it, that the only mission of a nation is to hatch earls and country gentlemen. The received doctrine, even in the best West-end circles, on this subject is, that lords and squires are a means, not an end; that they are not the object of government, but an invaluable aid in carrying it on; that in England, far from the nation existing for their sake, they exist for the nation's sake; that, in fact, their *raison d'être* lies in their furnishing the surest defence of English liberty. No foreigner ever assails the institution without being demolished by this argument—and a very sound argument it is. But there is nothing in it to explain the savage hostility excited by American efforts to attain the same ends by other means. The American considers, as we do, freedom and security the greatest blessings of this life. His forefathers carried the love of them to the New World, and not having an aristocracy to aid in retaining them, he has done the best he can with his materials, by seeking to retain them through a democracy. The worst possible view we can take of his position is, that his not having an enlightened nobility to aid him in governing himself is a great misfortune—a fault it cannot be. Real aristocracies grow; they cannot be made to order. All those that exist in Europe have been bequeathed to us by the Middle Ages. That which grew up in Venice, without the aid of conquest or of feudalism, took 700 years to mature itself. The attempts of the French to supply the place of the one they have destroyed have been amongst the saddest of their many political failures, and have furnished a good deal of amusement to some of the best bred portions of English society. Now, if we only love aristocracy as we profess to love it, as a means to freedom and greatness, and not, as some ill-natured foreign critics would have the world believe, because it furnishes fetishes for flunkies to worship, the efforts of a people who have no aristocracy, and cannot have one, to be free and great without it, so far from exciting our indignation and ill-will, ought to excite our deepest commisseration. We ought to witness their struggles to bring their great experiment to a successful issue, without having a single "natural leader" to teach them wisdom or inspire them with courage, in the same spirit in which we should look upon the efforts of the freemen to defend their soil without other weapons than slings and bows and arrows.

What, however, will puzzle the historian even more than this is the fact, which will confront him at the very commencement of his inquiry, that those journals and orators who are most satisfied that American institutions are a failure, and that those Americans who are fighting in their defence are no better than murderers, steadfastly refuse to pay the slightest attention to what the Americans themselves have to say on the subject. They will take anybody's testimony about the value of the Government sooner than that of the men who live under it. Every Englishman who has made a summer tour in the States, and been disgusted by the want of reverence for his person displayed by the Yankee population, has been listened to with religious attention during the past year, while he congratulated "the nobility, gentry, and clergy" upon the vices and diseases of American democracy. But when the twenty millions of people of the North, who live under the monster, come forward and declare that there is in their eyes no better Government in the world—that they have enjoyed freedom and happiness under it to the utmost extent of their desires, and that they consider their lives and fortunes but a small price to pay for its maintenance, they are held up to the execration of all England as hardened ruffians, who are bent on murder and pillage. Considering the respect with which we all listen to the opinions of Romans and Neapolitans about the value of the institutions they live under—ignorant, degraded, and demoralized as the mass of them are—will it not seem passing strange that we should pay no heed to the opinions upon a similar subject of twenty millions of our own race and creed, long trained in the management of their own affairs, and inheritors of our law and language, and morality? If the Americans who support their Government and testify in its favour were simply the poor of the country, it would at once explain Tory indifference to what they say or do. But this will not avail in this instance. The property and intelligence of America are unquestionably on the side of the Union. The Chamber of Commerce of New York which has just thanked Mr. Bright for defending the government which its members hope to bequeath intact to their children, is a body composed of merchants who are amongst the richest in the world, and who have more to fear from "mob law" than nine-tenths of the politicians on this side of the water who have during the past twelve months been assuring the English public that there was no other kind of law in America.

There is, however, in the whole range of English comment on American affairs nothing more singular and curious than the reason put forward most frequently by the Tory haters of America for sympathizing with Mr. Jefferson Davis and his Confederates. It appears that what has driven the South into revolt, or what entitles it to English good wishes, is the dislike of the slaveholders to be governed by "the majority." If the Southern slaveholders were the first body in the world who had found the rule of the majority an intolerable affliction, we confess we should ourselves, little as we like them, find some difficulty in restraining our feelings on hearing their story. A case of distress is always rendered more moving by being novel or peculiar. But, unfortunately for the cotton "chivalry," their grievance is an old one from which a great many brave men are suffering a good deal of inconvenience at this moment. Nothing but the scandalous tyranny of the majority of the French nation prevents a little band of heroes from reorganizing French society upon a plan which Messrs. Davis and Floyd must certainly approve of by taking from everybody everything which he possesses, and giving him back simply what an enlightened minority think his capacities entitle him to. And we must say, that if courage in defending wild and wicked doctrines entitle men to our sympathy, the French communists have done far more to earn it than the Southern slaveholders. The armies of the Confederation must achieve something much grander than the victory of Bull's Run or the defence of Fort Donnelson before they will stand in the same rank as soldiers with the "minority" which menaced property and civilization with destruction by their desperate valour during the three days of June 1848, in Paris. We can assure them, however, of one thing—that whether they be valiant or cowardly, surrender now or a year hence, the English people are not such fools as to be seduced into loving them or their cause simply because they are few and weak, and their enemies are numerous and powerful. There is no knowing what Tory newspapers and lectures may yet accomplish, but it is certain that we are not so stupid or base as to give our blessing to every band of malcontents that rises against law and government, for the sole reason that the majority of the nation are against them. There is for us no magic in the word "minority" any more than in the word "majority." Kidnappers, buccaneers, cattlelifters, dealers in men and women, socialists, and enemies of knowledge, of property, and of civilization generally; all, thank Heaven, constitute a minority, and always have done so; and society, owing to a laudable anxiety for its own safety, consequently generally inquires what "minorities" seek before it applauds their efforts. Whenever we clasp the King of Naples and his minority to our bosom, Mr. Jefferson Davis may feel sure that a similar embrace is in store for him and his.

SUSPENSION OF THE SPITHEAD WORKS.

(From the Examiner, April 12.)

GOVERNMENT has wisely yielded to Mr. Bernal Osborne's motion, and consented to suspend the construction of the forts proposed for the protection of Spithead, but it has very much marred the grace of this concession by referring the question of floating or fixed defence back to the Commission which decided on the mixed plan in contempt of the better counsels of Captain Coles and Admiral Sir R. Dundas. Well observed Sir F. Smith, that it would be much better to refer the question to another set of gentlemen, as, if they came to the same conclusion that the former Commission had arrived at, their recommendations would add their weight to it. Mr. Monsell, too, declared, both for himself and Mr. Bernal Osborne, that they strongly objected to the appeal from Philip drunk to Philip who might or might not be now sober, and that the matter should be referred to some tribunal which had not committed itself. On the other hand, Lord R. Montague objected, forsooth, that it would be invidious to choose any other Court of Appeal than the Court in Error, and he was pleased to pronounce the Commission the most competent tribunal. And certainly its judgment seems much on a level with his Lordship's, for he finds such vessels as the *Merrimac* and *Monitor* of no use for the defence of ports, because they could not hurt each other, and he clinched this inconsiderate argument by asking what there would be to hinder an iron-plated French ship from sinking every merchantman in Portsmouth and destroying the arsenal. Why nothing, certainly, if there were only the forts and batteries to give her a passing salute of ineffective shot, but much if one of Captain Coles's cupola ships was in the Frenchmen's path, meeting him wherever he turned his bows. After the *Merrimac* had sunk the *Cumberland* and captured the *Congress*, what prevented her completing the work of destruction? What saved the *Minnesota* as she lay aground? Why the *Monitor*, one-third of the size of the *Conqueror*, which placed herself between the *Merrimac* and the defenceless vessel. It is true that the *Monitor* could not seriously damage or disable her antagonist, but she could and did control her movements, and prevent her from doing more mischief. There could not, indeed, be a completer example of the very service the possibility of which Lord R. Montague has denied. An invulnerable may run by forts, but she cannot pass a vessel a third of her size of the sort of the *Monitor*, or in other words, of Captain Coles's floating batteries. And his cupola ships will be very superior to the American's imitation of his design.

The iron-casing of wooden ships is an expedient to utilize them, an economical makeshift, and we must not suppose that it will give us such vessels as might be had expressly constructed for their purposes. They will probably be rather awkward craft, and not durable, wood and iron not pulling well together. On the other hand, there is the objection to iron and all iron, of the fouling of the bottom and difficulty of cleaning it, but we have no doubt that a cure will be found either by chemical or mechanical science.

As for the reconsideration of the Commission of Defence, it will probably end in a strong recommendation to burn the candle at both ends: The Commission will not give up its foolish plan of forts on the sands, but, sticking to it, will advise prompt measures for the multiplication and improvement of the floating defences. They will thus adopt one-half of the recommendations of Captain Coles and Admiral Dundas, and neglect the other, cleaving to their own notions. Their judgment will, however, have not a jot of weight with the public as regards the question of the proposed permanent works. Their opinions, indeed, are like their projected forts, built upon no better foundation than sand, and cased with a quality as unyielding as iron against the impression of reason.

In the experimental battle between artillery and armour which has been waged with such varying fortunes, the former has had the last success, three shots of 156 lb. from one of Armstrong's 300 lb. smooth-bore guns having pierced and smashed the target of the build and strength of the *Warrior's* side. The charge of the first two was 40 lb., of the last 50 lb. of powder, the distance 200 yards. The question is raised whether a ship could carry a gun of such weight and recoil, and so far the experiment seems to tell for the forts; but we have not a doubt that mechanical skill will provide for the recoil, and on the other hand, it is to be considered that an enemy would not be so obliging as to pass within so short a distance as 200 yards of the forts when a wider berth can be given to them. The effect of the shot upon the *Warrior* target is due altogether to the increased charge of powder, the savage's maxim, 'more powder more kill,' having been acted upon and found good. The success will probably lead to improvement in powder, so that a smaller charge may be more completely burnt, and with a greater explosive power.

LITERATURE.

(From the Athenæum, April 12.)

A Comprehensive History of India, Civil, Military and Social, from the First Landing of the English to the Suppression of the Sepoy Revolt. By Henry Beveridge, Advocate. 3 vols. (Blackie & Son.)

A work which brings into one view all that should, or can, be popularly known of India, in the past and present, cannot fail to be useful. Mr. Beveridge has attempted to produce such a work, and with considerable success. These three handsome volumes, admirably mounted, so to speak, and lavishly illustrated, range over the entire known history of India; and divergent chapters, which lighten up rather than break the narrative, describe the origin, classification, religion, government, philosophy, science, literature, arts, agriculture, manufactures, commerce and manners of the Hindoos. The scope of the book, at all events, is comprehensive; and the engravings, borrowed from a variety of pencils, though not without acknowledgment, add a vivid interest to the pages. The artists who have helped in the work are, indeed, more gratefully recognized than the authors; but it was not a part of Mr. Beveridge's plan to encumber his survey with profuse references: an omission the less to be regretted since the merest compilers have learnt the secret of depositing, in footnotes, an immense amount of sediment from the shallowest research. Of course, the writer, having an enormous space to cover in a limited time, does not exhibit himself as a critic; on the other hand, however, his opinions are not obtruded as those of a partisan. He weaves his story and constructs his restorations of the old oriental life from the ordinary materials, and his chief defect consists in a peculiar laxity or awkwardness of style, as evinced when he says, "A subject so important and attractive as that of India could not fail to engage the pens of many writers, and, accordingly, a number of Works relating to it has appeared, some of them by distinguished men who bore no unimportant part in the transactions which they narrate. To all these works, however, there is one serious objection, which, without impugning their merits, goes to prove that, so far from exhausting the subject, they have left important blanks, which deprive them of the character of complete histories." This sort of careless fluency is characteristic of the whole narrative. In his Preface, Mr. Beveridge professes to have been strictly impartial. Such an assertion is easily tested. Referring to the events which occurred from the first dissensions between Surajah Dowlah and the East India Company to the acquisition of Bengal, Behar and Orissa, by the English, we find that he treads that battle-field of history with a firm, cautious and straightforward step, very much in contrast with the frantic wanderings of not a few far more pretentious writers. Regarding the triumph of Clive as the end and the beginning of an era, he arrests the narrative at that point to sketch the institutions, arts, literature and manners of the Hindoos, so that the uninformed reader may know the form and colour of the land and people whose modern destinies remain to be followed. These topics occupy six well-arranged and really entertaining chapters, derived from familiar sources, and, in tone, particularly dispassionate. In fact, Mr. Beveridge's balancings are so even that we suspect his opinions to be two-sided, which, in a popular work, is not, perhaps, a demerit. We have had enough, for the present, of leviathan pamphlets upon India. The accounts of the much-debated transactions with Hyder Ali and Tippoo are studiously free from declamation; but when the conduct and character of Warren Hastings are described, we discover that Mr. Beveridge, for once at any rate, has allowed himself to be prejudiced, and, beyond that, misunderstands and misrepresents, as we think, the policy of that singular statesman. It is rather glib to say, after some passages of very inconclusive summing-up, "it thus appears that all the wars of Mr. Hastings's administration were either blunders or misfortunes." How it "appears" may not be so clear to the reader as to Mr. Beveridge. Then, in stating the "uncommitted offences," or the acts which Hastings would have perpetrated had he enjoyed the power, an unfair use is made of the most untrustworthy evidence. In point of fact, it seems that we are never to have a real life of Warren Hastings or a judicial estimate of his character. Burke and Sheridan stand between us and the light, and Lord Macaulay wrote more with a pencil than with a pen. Passing on to the more difficult and yet more tempting questions involved in recent history, Mr. Beveridge does his best to be impartial in reference to the Afghan war, the conquests of Sind and the Punjab, and the Indian mutiny. The famous Oude proclamation provokes from him no ebullition of temper, which is a good deal to say of any writer on Indian topics; and, in conclusion, Mr. Beveridge, who is obviously sincere, remarks:—"When the question is asked, in what way can the affections of the Hindoo be gained and his fidelity to British rule placed beyond jeopardy? the answer is, by making him a Christian." But he adds, however sanguine we may be, and however confident that the task will be ultimately accomplished, a long period may be expected to elapse before any visible impression is made on the great bulk of the Hindoo population." Mr. Beveridge is judicious in thus tempering his zeal; and he is right in anticipating a thankful welcome for the maps, plans, views and portraits which enrich and embellish the work. The volumes are certainly comprehensive, and deserve to be popular.

MISCELLANEOUS.

TELEGRAPHS IN AUSTRIA.—From returns which have recently been published by the Austrian Government, it appears that there are now in that country 1,741 German or about 8,200 English miles of telegraph, with 214 stations and 3,267 German, or about 16,000 English, miles of wire. The average cost of the wire has been about 1,000fl. per mile, and of the posts and other materials between 600fl. and 800fl. per mile. New lines of internal communication, which will be of great advantage both to the Government and to commerce, are proposed to be added during the present year, and for these it is calculated that an outlay of 494,800fl. will be required, which is a considerable increase on last year, when 308,900fl. only were expended on them. All the lines now in operation and projected will afford a regular telegraphic communication between Vienna and Prague, Prague and Pilsen, Bodenbach and Aachenberg, Freiwaldau and Troppau, Cracow and Tarnow, Przemyal and Lenberg, Trieste and Agram Steinbruck and Sissel; Sissel, Bukovar, and Semlin: Vienna and Temesvar, Szegedin and Bexdan, Ragusa and Spalato, Cittadella and Castelfranca and finally between Vicenza and Ricoaro. The net revenue for the year is estimated to amount to 402,000fl., which is an increase on the previous year by 83,000fl.; but this has been chiefly derived from the lines in the interior, in addition to which, and in connection with them, there has been laid a submarine cable between Austria and the Ionian Isles and Greece, which is intended eventually to form a portion of the Indian and European line of telegraph. In connection with this there is also an English submarine line between Corfu and Malta; and, when the proposed communications between Malta and Tripoli and between Tripoli and Alexandria are carried out, Austria will have the benefit of a continuous line to Egypt. In addition to these, a telegraphic communication is projected from Ragusa through Greece, by which a new and most desirable route of telegraph will be opened to Constantinople, and, as a line is laid from Corfu to Otranto, the means of rapid intercourse between the Levant and Northern and Southern Italy will thus likewise be attained.

ENTERTAINMENTS OF THE ANCIENTS AFTER DINNER.—One of the most extravagant and unseemly entertainments-introduced after dinner for the amusements of guests was that practised at the Court of a certain King of Thrace, and recorded by an old Greek writer. The Greeks, it is true, had odd amusements after dining; such as the performances of quacks and miracle men who swallowed and vomited fire, and danced on their heads upon the points of poinards and scimitars; but the Thracian amusement possesses more originality and extravagance. It was called the "Game of Hanging." They attached a strong cord and a noose to the top of the chamber ceiling. Into this noose one of the guests alternately as his turn came, or by lot as his chance fell, thrust his head, supporting his feet at the same time on a large voluble stone set for the purpose of his elevation; he held, at the same time, his drawn sword in his hand ready for the terrible exigence. When his head was adjusted into the noose, another of the guests approached and kicked from under him the voluble stone, so that his body was left to swing suspended on the cord. If he had sufficient presence of nerve during this suspension, he cut the cord and saved himself; but if he could not do so, he was allowed to swing and agitate himself to death—the company all the while enjoying with laughter his convulsions and strainings to extricate himself. Barbarous and unnatural as such an entertainment may be deemed in our modern conceptions, it is nevertheless in accordance with the manners of the barbarians who practised it; but shall we apologise for that polished people, our much-admired Romans, whose young nobleman after their Bacchanalian dinners were at times wont to introduce a pair or two of gladiators, who fought in their presence till one of two the parties fell gasping in blood at their feet, while bursts of applause broke from the admiring revellers? A Roman consul was once, while at a banquet in Gaul, entreated by a female friend to permit her to enjoy the spectacle of a human creature being beheaded; he ordered a criminal to be led into the dining-room where the sat at feast, and before the eyes of both, as they reclined at table, the miserable unfortunate was beheaded. Such were some of the fellow-countrymen of the accomplished Cicero, Antonius, and Seneca.—*Conolly's Life of Professor Tennant.*.

GAS OR WATER.—The consumption of gas now is at least double what it was ten years ago; and the annual quantity manufactured in London is about eight thousand millions of cubic feet. One-fourth of this quantity, according to reliable estimates, is lost by leakage, condensation, dishonesty, and bad debts; and at least one half of this fourth—or one thousand millions of cubic feet—escapes every year into the London street-earth. Mr. Spencer, an analytical chemist to the New River Company, has traced this escaped gas in its destructive action upon the four thousand seven hundred miles of metropolitan gas and water mains, until under-ground London appears to be one vast grave of iron rotting into plumbago. The twelve gas-mains, with their 80 joints, which lie side by side with water-mains and telegraphic-wire pipes over the sewers in Cockspur-street, Charing-cross, are not such a happy family as their appearance would lead us to suppose. They are crowded together like tramps in a threepenny bed, and there does not seem to be room for a rat to run between them; but there is no real friendship for all this shaking of hands. The defective joints of the gas-mains lead to the enormous leakage just described, and the escaped gas, by its action on the street-earth, destroys water-pipes in a few years that ought to last for a century. Apart from the foul condition of the London street-earth, we are all interested in saving this escaped gas and this destroyed pipeage, for our gas bills include the cost of the one, and our water bills the cost of the other. While the water-pipes are softened, and the gas penetrates the tubes, the water is adulterated with an undrinkable mixture. I have heard of a letter addressed to a leading water company, which ran somewhat in this form:—"Mr. Blank presents his compliments to the Blank Company, and wishes to know whether they supply gas or water. Mr. Blank is led to make this inquiry, because one of his servants went to the cistern with a pitcher and a candle, and instead of procuring water, she blew up the roof of a wash-house."—*Dickens's "All the Year Round."*

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12 reels ½ inch.
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300 Dozen Moulded and Plain Tumblers.
100 Do. English-bottled Beer, &c.
1 Three-light Argand Lamp, with Drops.

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A First-rate Bronze new Billiard Lamp, (just imported.)
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DINSHAW HORMUSJEE & Co.
Bombay, 21st May 1862.

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RUSTOMJEE PESTONJEE will sell by Public Auction on MONDAY, the 26th instant, at his Rooms, in Medow Street, the undermentioned Goods just landed ex *Christoph Colomb*, and others, viz.:—
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,, 60, 61— 2 Cases each 50, ½ Tin Asparagus.
,, 62, 63— 2 Ditto ,, ½ Do. Peas.
,, 64— 1 Ditto 50, ½ Do. Truffles.
,, 65— 1 Ditto 25, ½ Do. Ditto.
,, 66— 1 Ditto 25, ½ Do. Soup.
,, 67— 1 Ditto 25, ½ Do. Fish Lamproie
,, 68— 1 Ditto 50, ½ Do. Sardines.
,, 69— 1 Ditto 100, ½ Do. Ditto.
,, 70, 71— 2 Ditto each 12 Bottles Brandy Fruits.
,, 72, 73— 2 Ditto ,, 24, ½ Do. Ditto.
,, 74— 1 Ditto 12, Do. Fruit Allpus.
,, 75— 1 Ditto 24, ½ Do. Do. Anjus.
,, 76, 77— 2 Ditto each 12, Do. Syrups assor-
,, 78, 79— 2 Ditto ,, 24, ½ Do. Ditto. [ted.
,, 80, 81— 2 Ditto ,, 12, Do. Maraschino.
,, 82— 1 Ditto 12, Do. Liqueur.
,, 83— 1 Ditto 24, ½ Do. Ditto.
,, 84— 1 Ditto 12, Do. Ditto.
,, 85— 1 Ditto 24, ½ Do. Ditto.
,, 86— 1 Ditto 12, Do. Bonbons.
,, 87, 88, 89— 3 Ditto each 12, Do. Olive Oil.
,, 90, 91, 92— 3 Ditto ,, ½ Do. Ditto.
,, 93, 94, 95— 3 Ditto Do. Bonbons, Dragees, Candied Fruits.
,, 98 to 102— 5 Ditto each 12, Do. Vinegar.
,, 52 to 57— 6 Ditto Crockery Ware, containing Plates of assorted patterns, a few Sets of Toilet Furniture, Earthern Water Buckets, with Wicker Handles, Mugs, &c. &c.
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1 Case handsome Silk Neckties or Cravats.
2 Cases Children's Toys.
2 Boxes Prince Albert Bitters.
19 Ditto Cognac.
5 Ditto Sherry.
2 Ditto Ditto first quality.
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Bombay, 21st May 1862.

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Latham's English Grammar.
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Histon's Surgery.
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Druitt's Surgeon's Vade Mecum.
Wilson's Anatomist's Vade Mecum.
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Napier's Administration of Scinde.
Napier's Indian Misgovernment.
Lane's Modern Egyptians.
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Englishwoman in Egypt.
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Love Letters of Eminent Persons.
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Fellowes' Ionic Trophy.
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Fellowes' Xanthian Marbles.
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Bombay, 21st May 1862.

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The Oriental Inland Steam Company (Limited) has arranged to run a Steamer twice a month between Kurrachee and Ferozepore. For rates of freight and all further particulars apply at the Oriental Inland Steam Offices, 9 Billiter St. London, 13 Strand Calcutta, McLeod Road Kurrachee, or in Ferozepore and Lahore to Alexander Dunn, and here to

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Bombay, May, 1862.

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The Oriental Inland Steam Company (Limited) has made arrangements for carrying goods and passengers between Kurrachee and Mithunkoe.

The Punjab Government is also making arrangements for the regular transit of Steamers and Flats from Mithunkote to Kalabagh and back; so that goods and passengers from Kurrachee can be forwarded to the Stations situated Trans Indus.

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Ganges, 400 horses power.
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The Soane and Gogra are vessels of the same power and quality as the Steamer Indus now plying between Mooltan and Kurrachee. The Ganges and Jumna are vessels greatly exceeding in power and carrying capacity any vessels heretofore existing in India, and are intended for the conveyance of large quantities of merchandize at a cheap rate.

The Company undertakes to carry goods from Calcutta, Bombay and Kurrachee to any part of the Punjaub at through rates, and it carries by road and railway as well as by boats on the rivers.

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ALEXANDER DUNN,
Agent to the Company for Bombay and the Punjaub.
10, Apollo Street.
Bombay, May, 1862.

Hindostan (Singhbhoom) Copper Company, Limited.

Completely Registered.
CAPITAL £120,000, *in 24,000 Shares of £5 or Co's. Rs. 50 each.*
DEPOSIT, £1, *or Co's. Rs. 10 per Share.*
The Remainder of the Capital will be called up as Required, with an interval of at least three months between each call.

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MESSRS. MACNEE & Co.

THIS Company has been projected to acquire and work important mineral and other rights in the district of Singhbhoom, on the South West frontier of Bengal and to purchase the existing buildings, machinery and plant already erected for the purpose of raising and smelting Copper ore.

These rights extend over an area of about *eight hundred square miles*, the mineral portion containing a belt of mountainous country 50 miles long by 16 broad and embrace all the old Copper Mines formerly superficially worked by natives as well as new ones lately opened up.

The principal site of the mines is between Badea and Jamjori, a distance of about thirty miles, lying N. W. and S. E., and situated on the western bank of the Soobunreeka. The whole chain of hills in this district (within 140 miles of Calcutta) abounds in copper ore, samples of which, and of copper plates smelted in India and in this country, can be seen at the Company's offices.

The Land in Singhbhoom is held under perpetual Leases granted by the Rajah of that District to the Vendor, and by him transferred to the Company, or by an underlease from the Vendor himself, at the Company's option. The Company have agreed to purchase the whole of the rights of the present owners, with the plant, machinery, &c., now on the Property, for the sum of £40,000, and a royalty of 2s. 6d. per ton on the ore sold, or £4 per ton on the copper smelted. The purchase money will be £10,000 in Cash, £10,000 in fully paid-up Shares, and £20,000 in shares or cash, at the option of the Company; the Directors having six months to declare their option. Possession of the Property has already been given, and there is a gentleman on the spot at the present time superintending the preparation of ore, fuel, &c.. for commencing operations.

The Title Deeds of the Property have been duly examined by Solicitors of high standing in Calcutta, and declared perfectly in order.

The general features of this Copper Country are a number of small mountain ranges intersected by streams, and plains, spotted with small villages. A number of old native workings exist at the outcrops of the hills, but no deep shafts have yet been sunk to test the value of these deposits. The old working may be traced along the different ranges of hills to the extent, in length, of nearly 100 miles.

The Copper smelting works are situated in Dolbhoom about 30 miles East of Chaibassa, and from the town of Midnapore nearly due West about 65 miles. There is a range of hills, from 800 to 1000 feet above the plain, in the immediate vicinity, and the river Garura forcing its way through these mountains discharges its waters into the Soobunreeka, only about 3 miles distant. The Garura river contains water the whole year round, and near the works where the river passes through the range of mountains already mentioned, it forms a number of falls, thus affording an opportunity for applying the water power by means of wheels and turbines.

Two most competent Smelters have been sent out to the works with full instructions to commence smelting immediately. An experienced under ground Captain and a Mine Carpenter have also been sent out with orders to lose no time in getting the Mines, in Landoo and Jamjori, into an actively producing state. Those mines which were lately opened, gave ores averaging from 18 to 25 per cent. Full reports on the samples of ore assayed are given in the detailed Prospectus.

The cost of raising smelting, and carriage to Calcutta, of Copper from the Mines is calculated at £48 to £50 per ton, and this allows a margin for contingent expenses.

The average percentage of profit for the first two or three years is reckoned at 15 to 20 per cent., but it is confidently expected that in a few years the dividend will reach a much higher figure.

A considerable number of Shares having already been taken up, only a small proportion is reserved for the Bombay Presidency.

Applications for Shares must be accompanied by a Deposit of Co.'s Rs. 10 per Share.

Prospectuses and Forms of Application may be had by applying either to Messrs. CUTLER & Co., Calcutta, or in Bombay, to
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